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ACCOUNTS AND PAPERS:

THIRTY VOLUMES.

—(21.)—

POST OFFICE; RAILWAYS.

Session

4 February — 8 August 1851.

51
VOL. LI.

1851.

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ACCOUNTS AND PAPERS:

1851.

THIRTY VOLUMES:—CONTENTS OF THE TWENTY-FIRST VOLUME.

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HOLYHEAD AND KINGSTOWN PACKETS.

RETURN to an Address of the Honourable The House of Commons,
dated 3 April 1851 ; for,

RETURN “ of the Average LENGTH of PASSAGES made between *Holyhead* and *Kings-
town* by the Steamers “ Fire Queen,” “ Caradoc,” “ Llewellyn,” and “ Banshee,”
during the Month of March 1850 ; with a Statement of the Time occupied by each of
them in making the LONGEST and the SHORTEST PASSAGE during the same Month :”

“ Similar RETURN of the PASSAGES made by the Steamers employed in carrying Her
Majesty’s Mails between *Holyhead* and *Kingstown* during the Month of March 1851 :”

“ And, RETURN of the Number and the Names of the STEAMERS actually employed
by the City of Dublin Steam Packet Company, in the Carriage of Her Majesty’s
Mails between *Holyhead* and *Kingstown*, from the 1st day of November 1850 to the
1st day of April 1851, and the Number of TRIPS made by each Vessel.”

HOLYHEAD STATION.

A RETURN of the Average LENGTH of PASSAGES made between *Holyhead* and *Kings-
town* by Her Majesty’s Mail Steam Packets “ Banshee,” “ Caradoc,” “ Fire Queen,”
“ Llewellyn ;” also the LONGEST and SHORTEST PASSAGE made by each of them
during the Month of March 1850.

PACKETS.	Trips.	Average Length of Passages between Holyhead and Kingstown.	Time Occupied by each Packet in making the Longest Passage.	Time Occupied by each Packet in making the Shortest Passage.
		H. M.	H. M.	H. M.
Banshee - - - - -	38	4 5	5 26	3 37
Caradoc - - - - -	27	4 31	5 35	4 7
Fire Queen - - - - -	29	4 33	5 17	4 3
Llewellyn - - - - -	30	4 13	5 36	3 44

L. Fraser,
Commander Superintending the
Packet Service and Establishment.

A RETURN of the Average LENGTH of PASSAGES made between *Holyhead* and *Kings-
town* by the Contract Mail Steam Packets “ Eblana,” “ Llewellyn,” “ St. Columba ;”
also the LONGEST and SHORTEST PASSAGE made by each of them during the Month
of March 1851.

CONTRACT VESSEL.	Trips.	Average Length of Passages between Holyhead and Kingstown.	Time Occupied by each Packet in making the Longest Passage.	Time Occupied by each Packet in making the Shortest Passage.
		H. M.	H. M.	H. M.
Eblana - - - - -	30	4 37	5 14	4 16
Llewellyn - - - - -	62	4 45	5 43	4 13
St. Columba - - - - -	32	4 45	5 28	4 23

L. Fraser,
Commander Superintending the Packet Service.

A RETURN of the Number and the Names of the STEAMERS actually employed by the City of Dublin Steam Packet Company in the Carriage of Her Majesty's Mails between *Holyhead* and *Kingstown*, and the Number of TRIPS made by each Vessel, from the 1st November 1850 to the 1st April 1851.

Month.	Name of Steamer.	No. of Trips.	Name of Steamer.	No. of Trips.	Name of Steamer.	No. of Trips.	Name of Steamer.	No. of Trips.	Name of Steamer.	No. of Trips.
1850:										
November -	Eblana -	60	Llewellyn -	60						
December -	" -	62	" -	62						
1851:										
January -	" -	48	" -	48	St. Columba	28				
February -	" -	81	" -	18	" -	56	Iron Duke -	5	Prince of Wales	2
March -	" -	30	" -	62	" -	32				
		231		250		116		5		2

ABSTRACT.

Eblana -	-	-	-	-	-	-	-	-	-	231
Llewellyn	-	-	-	-	-	-	-	-	-	250
St. Columba	-	-	-	-	-	-	-	-	-	116
Iron Duke	-	-	-	-	-	-	-	-	-	5
Prince of Wales	-	-	-	-	-	-	-	-	-	2
										604

L. Fraser,
Commander Superintending the Packet Service.

HOLYHEAD AND KINGSTOWN PACKETS.

RETURNS of the Average Length of PASSAGES made between *Holyhead* and *Kingstown* by the Steamers "Fire Queen," "Carodoc," "Llewellyn," and "Banshee," during March 1850; of the Steamers employed in carrying Her Majesty's Mails during March 1851; and of the Number and Names of the Steamers actually employed in the Carriage of Her Majesty's Mails, from 1 November 1850 to 1 April 1851.

(Mr. H. A. Herbert.)

Ordered, by The House of Commons, to be Printed,
2 May 1851.

IRON STEAM SHIPS.

RETURN to an Order of the Honourable The House of Commons,
dated 17 February 1851 ;—for,

COPIES “ of all CORRESPONDENCE that has taken place between the LORDS
of the ADMIRALTY and any STEAM SHIP COMPANIES employed in carrying
the Mails, relative to the Exclusion of IRON STEAM SHIPS from the Contract
Packet Service.”

SCHEDULE.

- 1.—Copy of a Letter from Captain W. A. B. Hamilton, R.N., Secretary of the Admiralty, dated 24 June 1850, to the Peninsular and Oriental Steam Navigation Company.
- 2.—Copy of a Letter from Captain W. A. B. Hamilton, R.N., Secretary of the Admiralty, dated 24 June 1850, to Messrs. Cunard, Burns & M'Iver.
- 3.—Copy of a Letter from the Secretary of the Peninsular and Oriental Steam Navigation Company, dated 25 January 1851, to the Secretary of the Admiralty.
- 4.—Copy of a Letter from J. Parker, Esq., M.P., Secretary of the Admiralty, dated 29 January 1851, to the Peninsular and Oriental Steam Navigation Company.

Admiralty,
24 February 1851. }

J. H. Hay,
Chief Clerk.

COPY of a LETTER from Captain *W. A. B. Hamilton*, R.N., Secretary of the
Admiralty, dated 24 June 1850, to the Peninsular and Oriental Steam
Navigation Company.

Gentlemen,

Admiralty, 24 June 1850.

IN order to secure the possibility of carrying completely into effect the clauses
of your contracts, for carrying the mails between this country, Malta and
Alexandria, and to the East Indies and China, with relation to the armament of
the contract steamers and the hiring of them, in the event of their being required
for the maritime defence of the country, my Lords Commissioners of the Admiralty
think it right to direct me to inform you, that no vessel commenced after the
date of this letter will be approved of, under the terms of the contract, if built
of iron or of any material offering so ineffectual a resistance to the striking of
shot.

I am, &c.

(signed) *W. A. B. Hamilton.*

The Peninsular and
Oriental Steam Navigation Company,
122, Leadenhall-street.

COPY of a LETTER from Captain *W. A. B. Hamilton*, R. N., Secretary of the Admiralty, dated 24 June 1850, to Messrs. Cunard, Burns & M'Iver.

Gentlemen,

Admiralty, 24 June 1850.

IN order to secure the possibility of carrying completely into effect the clauses of your contract for carrying the mails between this country and North America, with relation to the armament of the contract steamers; and the hiring of them in the event of their being required for the maritime defence of the country, my Lords Commissioners of the Admiralty think it right to direct me to inform you, that no vessel commenced after the date of this letter will be approved of, under the terms of the contract, if built of iron or of any material offering so ineffectual a resistance to the striking of shot.

I am, &c.

(signed) *W. A. B. Hamilton*.

Messrs. Cunard, Burns & M'Iver,
Liverpool.

COPY of a LETTER from the Secretary of the Peninsular and Oriental Steam Navigation Company, dated 25 January 1851, to the Secretary of the Admiralty.

Peninsular and Oriental Steam Navigation Company,
London, 25 January 1851.

Sir,

THE Directors of the Peninsular and Oriental Steam Navigation Company having had under their consideration your letter dated the 24th June last, stating that, in order to secure the possibility of carrying completely into effect the clauses of the Company's contracts for conveying the mails between this country, Malta and Alexandria, and to the East Indies and China, with relation to the armament of the contract steamers, and the hiring of them in the event of their being required for the maritime defence of the country, the Lords Commissioners of the Admiralty think it right to inform the Directors, that no vessels commenced after the date of that letter will be approved of, under the terms of the contract, if built of iron, or of any material offering so ineffectual a resistance to the striking of shot.

I am instructed by the Directors to submit, for their Lordships' consideration, the following facts and observations in relation to that intimation.

The Directors would in the first place beg leave respectfully to remind their Lordships of the origin of the hiring clause in their contracts alluded to, and on which their Lordships' decision appears to be chiefly based.

That clause was first admitted by the Company in their contract, dated the 26th August 1840, for the Alexandria mail communication, as a gratuitous concession. It formed no part of the conditions under which they tendered for, and obtained in public competition, that contract, but was yielded without any consideration being required for it in deference to the wishes of the present Right Honourable First Lord of the Admiralty, then Chancellor of the Exchequer, to whom its desirability apparently occurred as an after-thought, subsequently to the arrangement of all the details of the contract. It has been transferred from that to the other contracts.

In admitting such a clause, it was not anticipated that it could ever be made to operate as a prevention to the Company's adopting such improvements as the advanced state of science might suggest, either in giving a greater acceleration and safety to the transmission of the mails, or in economizing, in combination with that improvement, the cost of performing the service.

That it will so operate if carried into effect in the mode intimated by their Lordships, the following facts, established on an extensive experience, the Directors submit, will suffice to show.

Iron is found to present the following important advantages over wood in the construction of steam-vessels intended for commercial, passenger and postal conveyance,

veyance, namely, greater buoyancy and consequently greater speed can be obtained in a vessel constructed of iron than in one constructed of wood.

In order to obtain a great degree of speed in an ocean-going steam-vessel, with the necessary capacity for fuel, passengers and cargo, a large proportionate length to breadth must be given, and to obtain the necessary strength in a vessel so proportioned, of such a tonnage and power, say 2,500 tons and 800 horses power, as the Company are about to construct for the India mail service, is, the Directors are informed by competent persons, very difficult with a wooden framework, and would be a hazardous experiment, whereas with iron, any degree of strength can be obtained.

An iron vessel has greater capacity for the accommodation of passengers and stowage of cargo than a wooden one of equal tonnage.

Much more safety to mails and passengers is ensured in an iron vessel than in a wooden one, as the iron vessel can be effectually divided into a number of perfectly water-tight compartments, whereas a wooden one, in consequence of her working in a sea-way, cannot be so secured.

The expense of the wear and tear and depreciation of wooden vessels is much greater than that of iron steamers, the difference in favour of the latter being estimated at not less than 8 per cent. per annum.

In the event, therefore, of wooden vessels only being admitted in future for employment in the Contract Mail Packet Service, it follows that a very considerable enhancement in the cost of that service, compared to what it would be if performed by iron steamers, will have to be borne by the public.

It has recently been argued, and obviously with good truth, by the Chancellor of the Exchequer, in his recently published correspondence with the East India Company, that in the event of the occurrence of hostilities, the ocean postal communications would become of much more importance than in time of peace; and that the vessels employed in that service would not be withdrawn from it for warlike purposes.

The Directors, therefore, respectfully submit, that even supposing iron to be so much inferior to wood for resisting shot as has been assumed, and that its defects in this respect are incapable of being remedied, the probability of these vessels ever being appropriated as regular vessels of war is so remote, that it scarcely warrants so much certain extra cost to the public, and detriment to the progressive improvement of the ocean postal communication, as would be caused by excluding iron vessels from that service.

As the Directors are now making arrangements for the construction of some large and powerful steam ships, with the view of further improving the East India and China mail communication, they instruct me respectfully to request their Lordships' early consideration of, and decision on, the points herein submitted.

I have, &c.
(signed) *C. H. Howell,*
Secretary.

To the Secretary of the Admiralty.

COPY of a LETTER from *J. Parker, Esq, M.P.*, Secretary of the Admiralty, dated 29 January 1851, to the Peninsular and Oriental Steam Navigation Company.

Gentlemen,

Admiralty, 29 January 1851.

HAVING laid before my Lords Commissioners of the Admiralty Mr. Howell's letter of the 25th instant, relative to the decision of their Lordships, that no vessels commenced after the 24th June last will be approved of under the terms of your contract, if built of iron or of any material offering so ineffectual a resistance to the striking of shot, I am commanded by their Lordships to acquaint you, that my Lords see no reason to alter their decision.

The Peninsular and
Oriental Steam Navigation Company,
&c. &c. &c.

I am, &c.
(signed) *J. Parker:*

IRON STEAM SHIPS.

COPIES of all CORRESPONDENCE that has taken place between the LORDS of the ADMIRALTY and any STEAM SHIP COMPANIES employed in carrying the Mails, relative to the Exclusion of IRON STEAM SHIPS from the Contract Packet Service,

(*Lord Naas.*)

Ordered, by The House of Commons, to be Printed,
28 February 1851.

MAILS ON RAILWAYS.

**RETURN to an ORDER of the Honourable The House of Commons,
dated 8 March 1850;—for,**

**A RETURN “ of the Amount paid, during the Years 1848 and 1849, by the
POST OFFICE to the RAILWAY COMPANIES for the Conveyance of the
MAILS, specifying each Railway, and the Sum paid to each, the Towns
served, the Mileage run, and the Rate per Mile :—Also, the Amount paid
to RAILWAY COMPANIES for any other Service in the Years 1848 and
1849, specifying each Railway, and the Sum paid to each.”**

[*N.B.*—The information as regards “Towns served” will be furnished in a Supplemental Return.]

**General Post Office, }
23 January 1851. }**

**W. L. MABERLY,
Secretary.**

(Mr. Ricardo.)

***Ordered, by The House of Commons, to be Printed,
5 February 1851.***

AMOUNT PAID BY THE POST-OFFICE TO RAILWAY COMPANIES

Amount paid, during the Years 1848 and 1849, by the Post Office to the RAILWAY COMPANIES, for the Conveyance of the MAILS, specifying each Railway, and the Sum paid for each, the Mileage run, and the Rate per Mile:—Also, the Amount paid to RAILWAY COMPANIES for any other Service in the Years 1848 and 1849, specifying each in paid to each.

which Service performed.	CONVEYANCE OF MAILS.			OTHER SERVICES.		
	Mileage run.		Rate per Mile.	Amount paid to the several Lines of Railway.		Total Amount paid to each Railway Company.
	1848.	1849.		1848.	1849.	
Bristol -	172,752	172,280	{ 2s. 1½d. up to } 30 June 1849; subsequent pay- ment not fixed -	£. s. d.	£. s. d.	£. s. d.
Exeter -	134,721	134,343		155,019 9 11	27,633 8 6	20 - -
Didcot -	7,045	7,026		- - -	- - -	20 - -
Gloucester -	54,350	54,202		- - -	- - -	20 - -
and Cheltenham -	5,475	5,110	1½d.	- - -	- - -	- - -
Birmingham -	164,334	163,885	1s. 9½d.	15,822 6 2	16,678 2 7	- - -
to Liverpool -	282,734	281,962	1s. 8½d.	17,795 14 6	17,995 - -	- - -
Crewe -	31,110	31,025	1s. 8½d.	2,599 4 -	2,628 - -	- - -
and Leamington -	5,808	5,790	1½d.	47 2 -	46 19 -	- - -
ylesbury -	4,396	4,382	1½d.	20 - -	20 - -	- - -
id Bedford -	10,485	10,172	1½d.	62 16 -	62 12 -	- - -
id Peterboro' -	64,600	46,455	{ 10½d. to 30 } June 1849; 1½d. subsequently -	3,091 16 11	2,317 8 3	- - -
id Manchester -	85,686	84,426	2½d.	1,000 - -	1,000 - -	- - -
o Manchester -	11,529	4,693	2s.	1,137 3 -	811 3 1	- - -
pool -	78,200	78,000	2½d.	678 7 1	800 - -	- - -
l and Cooper's -	8,184	8,162	2½d.	100 - -	100 - -	- - -
and Stockport -	4,392	4,380	2½d.	40 - -	40 - -	- - -
id Settle -	- - -	2,408	1½d.	- - -	17 1 11	- - -
Holyhead -	15,568	90,843	Rate not fixed -	- - -	25,000*	- - -
				- - -	25,000 - -	- - -

* This sum was paid on account.

London, Southampton, and Exeter and Portsmouth	149,818	184,768	11 1/2 d.	6,729 7 -	3,255 14 6	7,021 6 4	16,092 14 4	{ - - Rent of sorting office at Winchester Station - - }	10 - -	10 - -	8 15 -	12 - -	6 10 -	5 - -
Exeter and Southampton	-	31,294	11 1/2 d.	-	-	-	-	-	-	-	-	-	-	-
Exeter and Salisbury	82,980	82,716	1s. 6 1/2 d.	182 8 4	9,830 13 5	-	-	-	-	-	-	-	-	-
Exeter and Guildford	29,920	29,832	1s. 5 3/4 d.	104 13 6	2,999 14 9	-	-	-	-	-	-	-	-	-
Exeter and Derby	1,572	1,566	1 1/2 d.	4 17 6	6 11 8	-	-	-	-	-	-	-	-	-
Exeter and Leeds	74,482	78,165	11 1/2 d.	4,970 5 7	4,980 12 6	-	-	-	-	-	-	-	-	-
Exeter and Nottingham	121,054	120,724	10 1/2 d.	5,559 12 1	4,440 7 7	-	-	-	-	-	-	-	-	-
Exeter and Masbro'	30,012	29,930	2s. 7 1/2 d.	4,896 8 6	3,910 14 2	-	-	-	-	-	-	-	-	-
Exeter and Bradford	23,194	23,112	5 1/2 d.	607 9 2	490 18 7	-	-	-	-	-	-	-	-	-
Exeter and Lincoln	10,430	10,402	6 1/2 d.	314 5 -	291 5 -	-	-	-	-	-	-	-	-	-
Exeter and Melton	23,058	22,995	6 d.	-	1,181 19 7	-	-	-	-	-	-	-	-	-
Exeter and Gloucester	50,086	49,938	8 1/2 d.	-	5,239 10 8	-	-	-	-	-	-	-	-	-
Exeter and Gloucester	1,219	3,208	3 d.	-	45 4 5	-	-	-	-	-	-	-	-	-
Exeter and Gloucester	51,680	51,528	5 1/2 d.	1,478 18 -	1,178 10 -	-	-	-	-	-	-	-	-	-
Exeter and Gloucester	98,812	96,595	5 1/2 d.	2,886 14 10	2,379 14 7	-	-	-	-	-	-	-	-	-
Exeter and Gloucester	-	2,052	3 d.	-	13 4 6	-	-	-	-	-	-	-	-	-
Exeter and Preston	29,646	29,565	{ 3s. 5 1/2 d. to 8 May 1848; 1s. 11 1/2 d. - subsequently }	4,194 - -	2,920 - -	-	-	-	-	-	-	-	-	-
Exeter and Carlisle	107,420	107,127	1s. 3 1/2 d.	12,634 18 -	7,798 - 1	-	-	-	-	-	-	-	-	-
Exeter and Yarmouth	199,422	198,836	1s. - 1/2 d.	10,955 12 4	10,789 2 10	-	-	-	-	-	-	-	-	-
Exeter and Colchester	68,499	68,298	11 1/2 d.	3,481 17 9	3,410 5 5	-	-	-	-	-	-	-	-	-
Exeter and Wisbeach	15,072	15,024	2 d.	126 8 -	125 4 -	-	-	-	-	-	-	-	-	-
Exeter and Hunting-	-	-	3 d.	49 13 -	46 19 -	-	-	-	-	-	-	-	-	-
Exeter and Lowestoft	12,560	12,520	1 1/2 d.	16 2 -	15 13 -	-	-	-	-	-	-	-	-	-
Exeter and New-	7,064	7,042	1 1/2 d.	-	-	-	-	-	-	-	-	-	-	-
Exeter and New-	-	7,308	1 1/2 d.	-	9 18 7	-	-	-	-	-	-	-	-	-
Exeter and Peterborough	870	52,925	10 1/2 d.	-	1,757 14 -	-	-	-	-	-	-	-	-	-
Exeter and Newcastle	122,564	122,229	10 1/2 d.	5,235 14 9	1,316 1 9	-	-	-	-	-	-	-	-	-
Exeter and Berwick	96,605	96,367	10 1/2 d.	-	-	-	-	-	-	-	-	-	-	-
Exeter and Amund Branch	17,842	17,793	5 d.	150 - -	37 10 -	-	-	-	-	-	-	-	-	-
Exeter and Hughbridge Branch	4,208	4,197	2 1/2 d.	57 15 6	12 10 -	-	-	-	-	-	-	-	-	-
Exeter and Leppool Branch	3,522	35,725	1 1/2 d.	75 - -	75 - -	-	-	-	-	-	-	-	-	-
Exeter and North Shields	11,842	11,316	1 1/2 d.	50 - -	50 - -	-	-	-	-	-	-	-	-	-
Exeter and Belmont	4,939	4,927	1 1/2 d.	25 - -	25 - -	-	-	-	-	-	-	-	-	-
Exeter and Junction	40,058	39,943	1 1/2 d.	200 - 8	900 - 8	-	-	-	-	-	-	-	-	-
Exeter and Union	-	32,120	{ 2s. 9 1/2 d. to 31 Oct. 1849; 3s. 1 1/2 d. subse- quently - }	4,456 1 -	4,708 19 6	4,456 1 -	4,708 19 6	-	-	-	-	-	-	-

(continued)

(continued)

AMOUNT PAID BY THE POST-OFFICE TO RAILWAY COMPANIES

RETURN of the Amount paid during the Years 1848 and 1849, by the Post Office to the Railway Companies, for the Conveyance of the Mails, &c.—continued.

CONVEYANCE OF MAILS.										OTHER SERVICES.	
Railway on which Service is performed.	Mileage run.		Rate per Mile.	Amount paid to the several Lines of Railway.		Total Amount paid to each Railway Company.		Nature of Service.	Amount paid.		
	1848.	1849.		1848.	1849.	1848.	1849.		1848.	1849.	
York and Normanton	35,868	35,770	11½ d.	£. s. d. 1,718 13 6	£. s. d. 1,713 19 7	£. s. d. 5,180 10 -	£. s. d. 4,333 9 8	—	—	—	
Leeds and Selby	29,646	29,565	8¾ d.	1,202 2 6	1,199 3 9						
Selby and Hull	59,998	55,845	2½ d.	1,509 14 7	1,224 15 8						
York and Scarborough	30,012	29,930	{ 7 d. up to 28 April 1848; no payment made since - }	504 12 10	- - -						
Hull and Bridlington	23,790	23,725	1½ d.	206 2 -	184 5 -	91 - -	4,732 - -	—	—	—	
Hull and Beverley	7,320	7,300	1½ d.	39 4 7	31 5 8						
Louth and Grimsby	3,416	10,220	2 d.	- - -	- - -						
Peterborough and Grimsby	792	57,852	3½ d.	- - -	4,641 - -						
Peterborough and Boston	-	2,498	2½ d.	- - -	- - -	1,427 11 -	1,423 1 -	—	—	—	
Ipswich and Colchester	22,609	22,543	1s. 1¼ d.	1,341 4 -	1,337 5 -						
Ipswich and Bury	17,136	17,136	1½ d.	86 7 -	85 16 -						
Manchester and Leeds	118,665	118,341	{ 5½ d. to 22 Aug. 1848; 5½ d. subsequently - }	2,572 3 8	2,314 8 -	2,698 15 3	2,969 8 6	—	—	—	
Manchester and Oldham	-	1,944	1½ d.	- - -	5 - -						
Manchester and Bolton	17,980	20,340	1½ d.	126 11 7	150 - 6						
London and Dover	134,920	139,621	- - -	1,835 15 9	- - -	1,891 19 5	45 - -	—	—	—	
Ashford and Canterbury	8,948	8,920	- - -	15 4 9	- - -						
Canterbury, Ramsgate, and Margate	12,402	12,368	Rate not fixed	26 - -	- - -						
Minster and Deal	5,572	5,555	- - -	9 12 -	- - -						
Tonbridge and Tonbridge Wells	3,140	3,130	- - -	5 6 11	- - -	46 - -	—	—	—	—	
London and Greenwich	9,164	9,155	1½ d.	- - -	- - -						

FOR CONVEYANCE OF THE MAILS, DURING 1848 AND 1849.

5

Station	2d.	516 18 6	471 -	1,146 2 4	1,123 10 -				
London and Brighton	26,677	25,040	2d.	516 18 6	471 -	-	-	-	-
London and Epsom	11,542	11,506	3d.	26 14 9	29 18 -	-	-	-	-
Brighton and Portsmouth	27,946	27,857	3d.	844 6 7	347 2 -	-	-	-	-
Brighton and Hastings	20,410	20,345	3d.	258 7 6	253 10 -	-	-	-	-
Polegate and Eastbourne	-	216	2d.	-	-	-	-	-	-
Three Bridges and Horsham	2,696	5,242	1d.	-	22 -	-	-	-	-
Birkenhead, Lancashire and Cheshire	22,350	21,270	6 5d.	887 10 5	154 14 6	887 10 5	154 14 6	-	-
Stockton and Darlington	40,224	49,648	{ 2 1/2 d. to 5 July 1848; 2 3/4 d. subsequently - }	-	781 5 -	-	-	-	-
Ferryhill and Clarence	1,252	5,008	1 1/2 d.	6 5 -	25 -	6 5 -	806 5 -	-	-
Lancaster and Preston	-	-	-	-	416 -	-	416 -	-	-
Newcastle and Carlisle	62,700	62,580	3 1/2 d.	413 4 2	3 18 2	413 4 2	3 18 2	-	-
Manchester and Sheffield	25,434	25,353	1 1/2 d.	204 2 -	208 9 -	-	-	-	-
Grimsby and Hull	3,995	11,954	2d.	-	106 11 6	228 2 -	384 - 6	-	-
Ashton and Glossop	5,652	5,634	1d.	24 -	24 -	-	-	-	-
Ely and Lynn	16,589	16,589	1 1/2 d.	93 12 -	125 4 -	93 12 -	187 1 -	-	-
Lynn and Wisbeach	-	4,867	1d.	-	11 17 -	-	-	-	-
Maryport and Carlisle	211,516	154,896	3 1/2 d.	183 15 -	136 10 -	183 15 -	136 10 -	-	-
Taff Vale	21,409	22,265	2 1/2 d.	225 -	225 -	225 -	225 -	-	-
Preston and Wyre	19,000	18,980	2 1/8 d.	204 12 -	204 12 -	204 12 -	204 12 -	-	-
Kendal and Windermere	11,044	11,686	{ 4d. to 5 Feb. 1848; 3 1/2 d. from 6 Feb. to 30 Nov. 1848; 3 1/2 d. from 1 Decem-ber 1848 to 5 June 1849; 3 1/2 d. from 6 June 1849 - }	172 12 5	163 17 11	172 12 5	163 17 11	-	-
Shrewsbury and Chester	2,822	7,088	3d.	-	123 5 -	-	123 5 -	-	-
Cockermouth and Workington	9,713	11,084	2 1/4 d.	91 -	104 -	91 -	104 -	-	-

(continued)

AMOUNT PAID BY THE POST-OFFICE TO RAILWAY COMPANIES

RETURN of the Amount paid during the Years 1848 and 1849, by the Post Office to the Railway Companies, for the Conveyance of the Mails, &c.—continued.

CONVEYANCE OF MAILS.					OTHER SERVICES.					
Railway on which Service is performed.	Mileage run.		Rate per Mile.	Amount paid to the several Lines of Railway.		Total Amount paid to each Railway Company.		Nature of Service.	Amount paid.	
	1848.	1849.		1848.	1849.	1848.	1849.		1848.	1849.
ork and Normanton	35,868	35,770	11½d.	£. s. d. 1,718 13 6	£. s. d. 1,713 19 7	5,180 10 -	£. s. d. 4,333 9 8	—	£. s. d. —	£. s. d. —
eds and Selby	29,646	29,565	8½d.	1,202 2 6	1,199 3 9					
elby and Hull	59,998	55,845	2½d.	1,509 14 7	1,224 15 8					
ork and Scarborough	30,012	29,930	{ 7d. up to 28 April 1848; no payment made since - }	504 12 10	-					
ull and Bridlington	23,790	23,725	1½d.	206 2 -	164 5 -	31 5 8	—	—	—	—
ull and Beverley	7,320	7,300	1½d.	39 4 7	31 5 8					
outh and Grimsby	3,416	10,220	2d.	-	91 - -	—	—	—	—	—
eterborough and Grimsby	792	57,852	3½d.	-	4,641 - -					
eterborough and Boston	-	2,498	2½d.	-	-	—	—	—	—	—
ewich and Colchester	22,609	22,543	1s. 1½d.	1,341 4 -	1,337 5 -					
ewich and Bury	17,136	17,136	1½d.	86 7 -	85 16 -	1,427 11 -	1,423 1 -	—	—	—
anchester and Leeds	118,665	118,341	{ 5½d. to 22 Aug. 1848; 5½d. subsequently - }	2,572 3 8	2,814 8 -					
anchester and Oldham	-	1,944	1½d.	-	5 - -	2,698 15 3	2,969 8 6	—	—	—
anchester and Bolton	17,980	20,340	1½d.	126 11 7	150 - 6					
ondon and Dover	134,920	139,621	-	1,835 15 9	-	1,891 19 5	45 - -	—	—	—
shford and Canterbury	8,948	8,920	-	16 4 9	-					
interbury, Ramsgate, and Margate	12,402	12,368	Rate not fixed	26 - -	-	—	—	—	—	—
inster and Deal	5,572	5,555		9 12 -	-					
onbridge and Tonbridge	3,140	3,130	-	5 6 11	-	46 - -	—	—	—	—
Wells	9,184	9,155	1½d.	-	-					
ondon and Greenwich	-	-	-	-	-	-	-	-	-	-

FOR CONVEYANCE OF THE MAILS, DURING 1848 AND 1849.

London and Brighton	26,677	25,040	2d.	516 13 6	471 - -	1,146 2 4	1,123 10 -	-	-
London and Epsom -	11,542	11,506	3d.	26 14 9	29 18 -	-	-	-	-
Brighton and Portsmouth	27,946	27,857	3d.	344 6 7	347 2 -	-	-	-	-
Brighton and Hastings -	20,410	20,345	3d.	258 7 6	253 10 -	-	-	-	-
Polegate and Eastbourne -	-	216	2d.	- - -	- - -	-	-	-	-
Three Bridges and Horsham	2,696	5,242	1d.	- - -	22 - -	-	-	-	-
Birkenhead, Lancashire and Cheshire -	22,350	21,270	6 1/2 d.	887 10 5	154 14 6	887 10 5	154 14 6	-	-
Stockton and Darlington -	40,224	49,648	{ 2 1/2 d. to 5 July 1848; 2 3/4 d. subsequently - }	- - -	781 5 -	-	-	-	-
Ferryhill and Clarence -	1,252	5,008	1 1/2 d.	6 5 -	25 - -	6 5 -	806 5 -	-	-
Lancaster and Preston -	-	-	-	- - -	416 - -	-	416 - -	-	-
Newcastle and Carlisle -	62,700	62,580	3 1/2 d.	413 4 2	3 18 2	413 4 2	3 18 2	-	-
Manchester and Sheffield -	25,434	25,353	1 1/2 d.	204 2 -	203 9 -	-	-	-	-
Grimsby and Hull -	3,995	11,954	2d.	- - -	106 11 6	228 2 -	384 - 6	-	-
Ashton and Glossop -	5,652	5,634	1d.	24 - -	24 - -	-	-	-	-
Ely and Lynn -	16,589	16,589	1 1/2 d.	93 12 -	125 4 -	93 12 -	137 1 -	-	-
Lynn and Wisbeach	-	4,867	1d.	- - -	11 17 -	-	-	-	-
Maryport and Carlisle -	211,516	154,896	3 1/2 d.	183 15 -	136 10 -	183 15 -	136 10 -	-	-
Taff Vale -	21,409	22,265	2 3/4 d.	225 - -	225 - -	225 - -	225 - -	-	-
Preston and Wyre -	19,000	18,980	2 1/8 d.	204 12 -	204 12 -	204 12 -	204 12 -	-	-
Kendal and Windermere -	11,044	11,686	{ 4d. to 5 Feb. 1848; 3 1/2 d. from 6 Feb. to 30 Nov. 1848; 3 1/2 d. from 1 Decem-ber 1848 to 5 June 1849; 3 1/2 d. from 6 June 1849 - }	172 12 5	163 17 11	172 12 5	163 17 11	-	-
Shrewsbury and Chester -	2,822	7,098	3d.	- - -	123 5 -	-	123 5 -	-	-
Cockermouth and Work- ington -	9,713	11,084	2 1/4 d.	91 - -	104 - -	91 - -	104 - -	-	-

(continued)

RETURN of the Amount paid, during the Years 1848 and 1849, by the Post Office to the Railway Companies, for the Conveyance of the Mails, &c.—continued.

CONVEYANCE OF MAILS.					OTHER SERVICES.						
Title of Railway Company.	Railway on which Service is performed.	Mileage run.		Rate per Mile.	Amount paid to the several Lines of Railway.		Total Amount paid to each Railway Company.		Nature of Service.	Amount paid.	
		1848.	1849.		1848.	1849.	1848.	1849.			
CALDO- GLASGOW, DUMFRIES, & CARLISLE	East Lancashire	9,125	10,436	2½ d.	£. s. d. 50 - -	£. s. d. 108 - 3	£. s. d. 50 - -	£. s. d. 108 - 3	-	£. s. d. - - -	£. s. d. - - -
	{ Carlisle, Edinburgh, and Glasgow	143,086	192,172	{ 1 s. 6 d. to 1 Oct. 1848; 1 s. 8 ½ d. subsequently - }	- - -	28,367 10 -	- - -	28,382 10 -	-	-	-
	Glasgow and Coatbridge	2,826	2,817	1 ½ d.	- - -	15 - -	- - -	- - -	-	-	-
	Perth and Castle Carey	17,280	65,700	1 s. 8 ½ d.	- - -	4,322 7 6	- - -	- - -	-	-	-
	Greenhill and Caledonian Junction.	-	228	8 d.	- - -	- - -	- - -	4,322 7 6	-	-	-
SCOTTISH	Greenhill and Stirling	-	4,008	½ d.	- - -	- - -	- - -	- - -	-	-	-
NORTH BRITISH	Dundee and Perth	29,646	16,767	{ 1 s. 9 d. to 31 July 1849; rate not fixed subse- quently - }	- - -	5,374 14 -	- - -	5,374 14 -	-	-	-
	Edinburgh and Berwick	84,180	83,950	10 ½ d.	6,230 11 7	5,609 6 2	- - -	- - -	-	-	-
	Longniddy and Haddington	6,187	14,222	{ 1 ½ d. to 5 Aug. 1848; 2 ½ d. sub- sequently - }	- - -	159 19 6	6,230 11 7	5,870 6 2	-	-	-
	Edinburgh and Dunbar	4,456	10,680	2 ½ d.	- - -	96 - 6	- - -	- - -	-	-	-
	Glasgow and Greenock	49,690	55,427	2 ½ d.	524 13 9	544 8 3	524 13 9	544 8 3	-	-	-
GLASGOW, DUMFRIES, & CARLISLE	Glasgow and Ayr	42,076	41,942	2 ½ d.	498 9 -	497 4 3	498 9 -	497 4 3	-	-	-
	Greta and Dumfries	480	15,024	3 d.	- - -	146 8 -	- - -	146 8 -	-	-	-
	Glasgow and Paisley	15,386	15,337	1 ½ d.	99 4 6	93 18 -	99 4 6	93 18 -	-	-	-
	Ardrossan	5,652	5,634	1 ½ d.	35 - -	33 16 -	35 - -	33 16 -	-	-	-

MAILS ON RAILWAYS.

ABSTRACT

OF

SUPPLEMENTAL RETURN to an Order of the Honourable The House of Commons,
dated 8 March 1850 ;—for,

A RETURN “of the Amount paid during the Years 1848 and 1849, by
the POST OFFICE to the RAILWAY COMPANIES for the Conveyance of
the MAILS, specifying each Railway, and the Sum paid to each, the
Towns served, the Mileage run, and the Rate per Mile :”

“Also, the Amount paid to RAILWAY COMPANIES for any other Service
in the Years 1848 and 1849, specifying each Railway and the Sum paid
to each.”

[*N.B.*—So far as relates to the “Towns served” by Railways.]

(*Mr. Ricardo.*)

Ordered, by The House of Commons, to be Printed,
13 June 1851.

RETURN showing the Towns Served by RAILWAYS during the Years 1848 and 1849.

RAILWAYS.	TOWNS SERVED.
ARBROATH AND FORFAR - - - -	<i>Scotland :</i> Aberdeen. Edinburgh. Kirriemuir. Arbroath. Elgin. Laurencekirk. Ardersier. Errol. Lerwick. Ballindalloch. Fochabers. Montrose. Banff. Forfar. Nairn. Brechin. Forres. Old Meldrum. Buckie. Glasgow. Old Rain. Carnoustie. Huntly. Perth. Craig Ellachie. Inchtura. Portsoy. Cullen. Keith. Stonehaven. Dundee. Keith Hall. Turriff.
ARDROSSAN - - - - -	<i>Scotland :</i> Ardrossan. Paisley. Beith. Saltcoats.
ASHFORD AND CANTERBURY - - - -	<i>England and Wales :</i> Canterbury. Margate. Sandwich. Deal. Ramsgate.
ASHTON AND GLOSSOP - - - - -	<i>England and Wales :</i> Ashton-under-Lyne. Mottram. Glossop. Staleybridge.
BIRKENHEAD, LANCASHIRE AND CHESHIRE, OR CHESTER AND BIRKENHEAD.	<i>England and Wales :</i> Bangor. Manchester. Birkenhead. Sutton. Chester. <i>Scotland :</i> Conway. Edinburgh. Liverpool. Glasgow.
BIRMINGHAM AND DERBY, AND DERBY AND NOTTINGHAM.	<i>England and Wales :</i> Bath. Lincoln. Stroud. Bewdley. Liverpool. Taibach. Birmingham. Manchester. Tenbury. Bristol. Newcastle - under- Tewkesbury. Broomsgrove. Line. Tipton. Burton-on-Trent. Nottingham. Warwick. Cheltenham. Pershore. West Bromwich. Chester. Rotherham. Wolverhampton. Coventry. Rugby. Wotton-under- Derby. Sheffield. Edge. Droitwich. Shiffnal. Worcester. Dudley. Shipston-on-Stour. <i>Scotland :</i> Dursley. Stafford. Edinburgh. Gloucester. Stourbridge. Glasgow. Hull. Stourport. Kidderminster. Stow Market. <i>Ireland :</i> Leamington. Stratford-on-Avon. Dublin. Lichfield.
BIRMINGHAM AND LIVERPOOL - - - -	<i>England and Wales :</i> Birmingham. Newcastle-under- Stafford. Liverpool. Line. Walsall. Manchester. Northwich. Warrington. Middlewich. Preston Brook. Wolverhampton.
BIRMINGHAM AND GLOUCESTER - - - -	<i>England and Wales :</i> Birmingham. Cheltenham. Bristol. Gloucester.
BISHOPSTOKE AND PORTSMOUTH - - - -	<i>England and Wales :</i> Andover Road. Farnham. Midhurst. Arundel. Gosport. Petersfield. Bagshot. Guildford. Petworth. Basingstoke. Haslemere. Portsmouth. Bishop's Waltham. Havant. Ripley. Bognor. Horndean. Rumsey. Chichester. Kingston-on- Ryde.

RAILWAYS.	TOWNS SERVED.
BISHOPSTOKE AND SALISBURY - - -	England and Wales : Rumsey. Salisbury.
BLETCHLEY AND BEDFORD - - -	England and Wales : Amphill. Bedford. Woburn.
BLISWORTH AND PETERBOROUGH - - -	England and Wales : Boston. Oakham, Stoney Stratford. Higham Ferrars. Oundle. Thrapstone. Kettering. Peterborough. Towcester. Newport Pagnell. Spalding. Wandsford. Northampton. Stamford. Wellingborough.
BOROUGHBRIDGE BRANCH - - -	England and Wales : Boroughbridge. Ripon. Leeds. York.
BRANDLING JUNCTION - - -	England and Wales : Shields, North. Shields, South. Sunderland.
BRIGHTON AND HASTINGS - - -	England and Wales : Battle. Hastings. St. Leonard's-on- Eastbourne. Lewes. Sea.
BRIGHTON AND PORTSMOUTH - - -	England and Wales : Arundel. Emsworth. Shoreham. Bognor. Havant. Worthing. Chichester. Portsmouth.
BRISTOL AND EXETER - - -	England and Wales : Abingdon. Hayle. Redruth. Ashburton. Helstone. St. Austle. Axminster. Honiton. St. Columb. Barnstaple. Ilfracombe. Sidmouth. Bath. Ilminster. South Molton. Bideford. Ivy Bridge. Swindon. Bodmin. Kingsbridge. Taunton. Bridgewater. Launceston. Tavistock. Bristol. Leskeard. Teignmouth. Brixham. Liverpool. Tiverton. Camelford. Lostwithiel. Topsham. Chard. Newbury. Torquay. Crediton. Newton Abbott. Torrington. Crewkerne. Oakhampton. Totness. Cullompton. Oxford. Truro. Dawlish. Penryn. Uxbridge. Devonport. Penzance. Wellington. Exeter. Plymouth. Weston-super- Exmouth. Plympton. Mare. Falmouth. Reading.
BRISTOL AND GLOUCESTER - - -	England and Wales : Bath. Droitwich. Stroud. Birmingham. Dursley. Tewkesbury. Bristol. Gloucester. Wotton-under- Broomsgrove. Liverpool. Edge. Burton-on-Trent. Manchester. Worcester. Cheltenham. Newcastle-on-Tyne. Ireland ; Devonport. Pershore. Dublin.
CALEDONIAN (Carlisle, Edinburgh, and Glasgow)	England and Wales : Birmingham. Callender. Inverness. Carlisle. Carnoustie. Kilmarnock. Gloucester. Crieff. Lanark. Liverpool. Cupar (Angus). Leadhills. Manchester. Denny. Lockerby. Dumfries. Moffat. Scotland : Aberdeen. Dunblane. Montrose. Aberfeldy. Dundee. Paisley. Arbroath. Dunkeld. Perth. Annan. Ecclefechan. Pitlochry. Auchterarder. Edinburgh. Port Glasgow. Biggar. Errol. Stirling. Blair Athole. Forfar. Stonehaven. Blair Gowrie. Glasgow. Braco. Greenock. Brechin. Hamilton. Inchture. Ireland : Dublin.

(continued)

RAILWAYS.	TOWNS SERVED.
CAMBRIDGE AND HUNTINGDON - - -	<i>England and Wales :</i> Huntingdon. St. Ives.
CANTERBURY AND MARGATE - - -	<i>England and Wales :</i> Deal. Ramsgate. Margate. Sandwich.
CHESTER AND CREWE - - - -	<i>England and Wales :</i> Bangor. Crewe. Tarporley. Birkenhead. Denbigh. Wrexham. Carnarvon. Holyhead. Chester. Holywell. Conway. Pwllheli. <i>Ireland :</i> Corwen. Ruthin. Dublin.
CHESTER AND HOLYHEAD - - - -	<i>England and Wales :</i> Bangor. Manchester. Birkenhead. Pwllheli. <i>Ireland :</i> Carnarvon. Ruthin. Belfast. Chester. St. Asaph's. Cork. Conway. Tarporley. Dublin. Corwen. Wrexham. King's Town. Denbigh. Limerick. Holyhead. <i>Scotland :</i> Waterford. Holywell. Edinburgh. Liverpool. Glasgow.
CHESTERFORD AND NEWMARKET - - -	<i>England and Wales :</i> Newmarket.
COCKERMOUTH AND WORKINGTON - - -	<i>England and Wales :</i> Carlisle. Maryport. Cockermouth. Whitehaven. Wigton. Workington.
COLCHESTER, IPSWICH, AND BURY - - -	<i>England and Wales :</i> Bury St. Edmund's. Ipswich. Colchester. Lowestoft. Halesworth. Needham. Saxmundham. Stow Market. Woodbridge.
COVENTRY AND LEAMINGTON - - - -	<i>England and Wales :</i> Coventry. Leamington. Kenilworth. Rugby. Stratford-on-Avon. Warwick.
DORCHESTER AND SOUTHAMPTON - - -	<i>England and Wales :</i> Andover. Exeter. Andover Road. Farnham. Bagshot. Guildford. Basingstoke. Kingston-on-Thames. Blandford. Lyme. Bracknell. Lymington. Bridport. Lyndhurst. Chertsey. Lynn. Christchurch. Poole. Cobham. Ringwood. Dorchester. Ripley. Esher. Rumsey. Wokingham, or Oakingham. Yeovil.
DUBLIN AND DROGHEDA - - - -	<i>Scotland :</i> Edinburgh. Belfast. Glasgow. Buncrana. Greenock. Bushmills. <i>Ireland :</i> Caledon. Antrim. Carn, or Carndonagh. Ardara. Carrickfergus. Ardee. Carrickmacross. Armagh. Castle Bellingham. Aughnacloy. Castleblaney. Baillyborough. Castle Dawson. Balbriggan. Castlefin. Ballibay. Castlewella. Clogher. Ballycastle (Antrim). Clough (Down). Ballygawley. Coleraine. Ballymena. Comber. Ballymoney. Cookstown. Banbridge. Crumlin. Bangor (Down). Cushendall.
	Derry. Donaghadee. Donegal. Downpatrick. Drogheda. Dromore (Down). Dublin. Dundalk. Dunfanaghy. Dungannon. Dungiven. Dunleer. Emyvale. Flurrybridge. Garvagh. Gilford (Down). Hillsborough. Hollywood. Keady.

RAILWAYS.	TOWNS SERVED.		
DUBLIN AND DROGHEDA—continued - -	<i>Ireland—continued.</i> Kells (Meath). Kilkeel. Killibegs. Killyleigh. Larne. Letterkenmy. Lisburn. Londonderry. Loughbrickland. Lurgan. Maghera. Magherafelt. Malahide. Markethill. Moira. Monaghan. Moneymore. Moville. Moy. Newry. Newtownards. Newtown Limavady. Newtown Stewart. Ormagh. Portadown. Portaferry. Portglenone. Ramelton. Randalstown. Raphoe. Rathfriland. Rosstrevor. Stewartstown. Strabane. Stranorlar. Tanderagee. Tubbermore. Tynan. Warrenspoint.		
DUBLIN AND KINGSTOWN - - - -	<i>Scotland:</i> Edinburgh. Glasgow.	<i>Ireland:</i> Blackrock. Booterstown. Dalkey.	Dublin. Kingstown.
DUNDEE AND ARBROATH - - - -	<i>Scotland:</i> Aberdeen. Aboyne. Arbroath. Ballater. Banff. Bervie. Brechin. Buckie. Carnoustie. Cullen.	Dundee. Edinburgh. Ellon. Errol. Forfar. Glasgow. Inchtute. Kirriemuir. Laurencekirk.	Lerwick. Mintlaw. Montrose. Old Meldrum. Perth. Peterhead. Portsoy. Stonehaven. Turriff.
DUNDEE AND PERTH - - - -	<i>Scotland:</i> Aberdeen. Aboyne. Arbroath. Ballater. Banff. Bervie. Brechin. Buckie. Carnoustie.	Cullen. Dundee. Edinburgh. Errol. Forfar. Fraserburgh. Inchtute. Kirriemuir. Laurencekirk.	Lerwick. Mintlaw. Montrose. Old Meldrum. Perth. Peterhead. Portsoy. Stonehaven. Turriff.
DURHAM AND BELMONT - - - -	<i>England and Wales:</i> Durham.		
EAST LANCASHIRE, OR LIVERPOOL AND PRESTON	<i>England and Wales:</i> Blackburn. Chorley. Liverpool.	Ormskirk. Preston. Wigan.	<i>Ireland:</i> Dublin:
EDINBURGH AND BERWICK - - - -	<i>England and Wales:</i> Alnwick. Belford. Berwick. Morpeth.	<i>Scotland:</i> Ayton. Cockburnspath. Coldstream. Dunbar. Dunse.	Edinburgh. Glasgow. Haddington. Kelso. Prestonkirk.
EDINBURGH AND DUNBAR - - - -	<i>Scotland:</i> Drem. Dunbar.	Haddington. Prestonkirk.	Tranent.
EDINBURGH AND GLASGOW - - - -	<i>Scotland:</i> Aberdeen. Aberfeldy. Alloa. Arbroath. Ardersier. Auchterarder. Ballindalloch. Banff. Bathgate. Beauly. Blair Athole. Blair Gowrie. Bonar Bridge.	Borrowstounness, or Bo'ness. Braco. Brechin. Broadford. Broxburn. Buckie. Carnoustie. Carr Bridge. Craig Ellachie. Crieff. Cromarty. Cupar (Angus).	Denny. Dingwall. Dornoch. Dunblane. Dundee. Dunkeld. Dunvegan. Edinburgh. Elgin. Errol. Falkirk. Fochabers. Forfar.

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RAILWAYS.	TOWNS SERVED.
EDINBURGH AND GLASGOW— <i>continued</i> - - -	<i>Scotland—continued.</i> Forres. Kirknewton. Pitlochry. Fort Augustus. Kirkwall. Portree. Fortrose. Kirriemuir. Portsoy. Grantown. Laurencekirk. Ratho. Huntly. Lerwick. Stirling. Inchtute. Linlithgow. Stonehaven. Inverary. Lochalsh. Stornoway. Invergordon. Lochmaddy. Tain. Inverness. Mid-Calder. Thurso. Irvine. Montrose. Turriff. Keith. Nairn. Uphall. Keith Hall. Old Meldrum. Whitburn. Kincardine. Old Rain. Wick. Kingussie. Parkhill. Winchburgh. Kirkliston. Perth.
EDINBURGH AND NORTHERN - - -	<i>Scotland :</i> Anstruther. Dundee. Leven. Auchtermuchty. Edinburgh. Markinch. Bridge of Earn. Kettle. Newburgh. Burntisland. Kinghorn. Perth. Collinsburgh. Kinross. Pittenweem. Crail. Kircaldy. St. Andrew's. Cupar (Fife).
ELY AND LYNN - - - - -	<i>England and Wales :</i> Downham. Holbeach. March. Ely. Lynn. Wisbeach.
ELY AND PETERBOROUGH - - - - -	<i>England and Wales :</i> Attleborough. Grimsby. St. Ives. Barton-on-Humber. Harlow. St. Neot's. Bishop's Stortford. Holbeach. Spalding. Boston. Horncastle. Spilsby. Brandon. Louth. Stamford. Bury St. Edmund's. Lynn. Thetford. Cambridge. March. Wandsford. Chatteris. Market Deeping. Wisbeach. Downham. Newmarket. Wymondham. Ely. Norwich. Yarmouth. Folkingham. Peterborough.
ELY AND WISBEACH - - - - -	<i>England and Wales :</i> Boston. Ely. March. Cambridge. Holbeach. Wisbeach.
FERRYHILL AND CLARENCE - - - - -	<i>England and Wales :</i> Stockton-on-Tees.
GLASGOW AND AYR - - - - -	<i>Scotland :</i> Ayr. Kilmarnock. Prestwick. Beith. Kilwinning. Saltcoats. Dalry. Lochwinnoch. Stewartstown. Glasgow. Monkton. Troon. Kilmaury.
GLASGOW AND COATERIDGE - - - - -	<i>England and Wales :</i> Birmingham. Edinburgh. Motherwell. Gloucester. Glasgow. Paisley. Liverpool. Greenock. Port Glasgow. Manchester. Gretna. Scotland : Dumfries. Hamilton. Ireland : Leadhills. Lanark. Dublin.
GLASGOW AND GREENOCK, AND GLASGOW AND PAISLEY.	<i>Scotland :</i> Beith. Greenock. Ireland : Bonaw. Lochgilphead. Belfast.

RAILWAYS.	TOWNS SERVED.		
GLOUCESTER AND CHELTENHAM - - -	<i>England and Wales :</i>		
	Abergavenny.	Hereford.	Ross.
	Abingdon.	Ledbury.	Slough.
	Cheltenham.	Maidenhead.	Stroud.
	Chepstow.	Monmouth.	Swindon.
	Cirencester.	Newnham.	Tetbury.
	Farringdon.	Oxford.	Tewkesbury.
	Gloucester.	Reading.	Wantage.
GREAT SOUTHERN AND WESTERN (Ireland) -	<i>Ireland :</i>		
	Abbeyleix.	Dungarvan.	Naas.
	Adare.	Durrow.	Nenagh.
	Arthurstown.	Ennis.	Newbridge.
	Athlone.	Enniscorthy.	Newcastle.
	Athy.	Ennistimon.	Newmarket-on-Fergus.
	Bagnalstown.	Fermoy.	Parsonstown.
	Ballincollig.	Fethard.	Pilltown.
	Ballytore.	Innistigue.	Portarlinton.
	Baltinglass.	Kilcullen.	Queenstown.
	Banagher.	Kildare.	Rathangan.
	Bandon.	Kilkenny.	Rathkeale.
	Bantry.	Killaloe.	Roscrea.
	Blessington.	Killarney.	Ross.
	Bruff.	Kilmacthomas.	Rosscarbery.
	Burrosakane.	Kilmallock.	Shinrone.
	Buttevant.	Kilrush.	Skibbereen.
	Cahir.	Kinsale.	Stoneyford.
	Callan.	Leighlinbridge.	Tallow.
	Cappoquin.	Limerick.	Tarbert.
	Carlow.	Lismore.	Templemore.
	Carrick-on-Suir.	Listowel.	Thomastown.
	Cashel.	Littleton.	Thurles.
	Castlecomer.	Mallow.	Tipperary.
	Castledermot.	Maryborough.	Tralee.
	Castlemartyr.	Midleton.	Tullamore.
	Celbridge.	Millstreet.	Tullow.
	Charleville.	Mitchelstown.	Waterford.
	Cloghnakilty.	Monastereven.	Wexford.
	Clonmel.	Mountmelick.	Youghall.
	Cork.	Mountrath.	
	Dublin.		
GREENHILL AND CALEDONIAN JUNCTION -	<i>Scotland :</i>		
	Aberdeen.	Dingwall.	Lanark.
	Aberfeldy.	Dornoch.	Laurencekirk.
	Alloa.	Dunblane.	Lerwick.
	Arbroath.	Dundee.	Linlithgow.
	Ardersier.	Dunkeld.	Lochalsh.
	Auchterarder.	Dunvegan.	Lochmaddy.
	Ballindalloch.	Edinburgh.	Mid-Calder.
	Banff.	Elgin.	Montrose.
	Bathgate.	Errol.	Nairn.
	Beauly.	Falkirk.	Old Meldrum.
	Blair Athole.	Fochabers.	Old Rain.
	Blair Gowrie.	Forfar.	Parkhill.
	Bonar Bridge.	Forres.	Perth.
	Borrowstounness, or	Fort Augustus.	Pitlochry.
	Bo'ness.	Fortrose.	Portree.
	Braco.	Grantown.	Portsoy.
	Brechin.	Huntly.	Ratho.
	Broadford.	Inchture.	Stirling.
	Broxburn.	Invergordon.	Stonehaven.
	Buckie.	Inverness.	Stornoway.
	Carnoustie.	Keith.	Tain.
	Carr Bridge.	Keith Hall.	Thurso.
	Craig Ellachie.	Kincardine.	Turriff.
	Crieff.	Kingussie.	Uphall.
	Cromarty.	Kirkliston.	Whitburn.
	Cullen.	Kirknewton.	Wick.
	Cupar (Angus).	Kirkwall.	Winchburgh.
	Denny.	Kirriemuir.	
GREYNA AND DUMFRIES - - -	<i>England and Wales :</i>	<i>Scotland :</i>	
	Carlisle.	Annan.	
	Liverpool.	Dumfries.	

RAILWAYS.	TOWNS SERVED.		
GRIMSBY AND HULL - - - -	<i>England and Wales :</i> Attleborough. Barton-on-Humber. Beverley. Downham. Ely. Grimsby. Hull. Huntingdon.	Louth. Lynn. March. Newmarket. Norwich. Peterborough. St. Ives. St. Neot's,	Soham. Spalding. Spilsby. Stamford. Thetford. Wisbeach. Wymondham. Yarmouth,
HARTLEPOOL BRANCH - - - -	<i>England and Wales :</i> Hartlepool.		
HUDDERSFIELD AND COOPER'S BRIDGE -	<i>England and Wales :</i> Huddersfield.		
HULL AND BEVERLEY - - - -	<i>England and Wales :</i> Beverley.	Hull.	
HULL AND BRIDLINGTON - - - -	<i>England and Wales :</i> Beverley. Bridlington.	Bridlington Quay. Cottingham.	Driffeld. Hull.
IPSWICH AND COLCHESTER - - - -	<i>England and Wales :</i> Beccles. Brentwood. Bungay. Chelmsford. Colchester. Diss. Eye. Hadley. Halesworth.	Harleston. Harwich. Ingatestone. Ipswich. Kelvedon. Long Stratton. Lowestoft. Manningtree. Norwich.	Rumford. Saxmundham. Scole. Stoneham. Stow Market. Wangford. Witham. Woodbridge. Yarmouth.
KENDAL AND WINDERMERE - - - -	<i>England and Wales :</i> Burton. Kendal. Liverpool.	Manchester. Milnthorpe.	Ulverstone. Windermere.
LANCASTER AND CARLISLE - - - -	<i>England and Wales :</i> Birmingham. Burton. Carlisle. Cockermouth. Gloucester. Kendal. Lancaster. Liverpool. Manchester. Maryport. Milnthorpe. Penrith. Ulverstone. Whitehaven. Wigton. Windermere. Workington. <i>Scotland :</i> Aberdeen. Aberfeldy. Annan. Arbroath. Auchterarder. Biggar.	Blair Athole. Blair Gowrie. Braco. Breachin. Carnoustie. Carr Bridge. Crieff. Cupar (Angus). Denny. Dumfries. Dunblane. Dundee. Dunkeld. Ecclefechan. Edinburgh. Errol. Forfar. Glasgow. Greenock. Hamilton. Hawick. Helensburgh. Huntly. Inchtute.	Inverary. Invergordon. Inverness. Kinghorn. Kingussie. Lanark. Laurencekirk. Leadhills. Lockerby. Meigle. Moffatt. Montrose. Paisley. Parkhill. Perth. Peterhead. Pitlochry. Pittenweem. Port Glasgow. Stirling. Stonehaven. <i>Ireland :</i> Dublin.
LANCASTER AND PRESTON - - - -	<i>England and Wales :</i> Birmingham. Burton. Carlisle. Chorley. Cockermouth. Gloucester. Kendal. Lancaster. Liverpool. Manchester.	Maryport. Milnthorpe. Newcastle-on-Tyne. Ormskirk. Penrith. Preston. Ulverstone. Whitehaven. Wigton. Workington.	<i>Scotland :</i> Aberdeen. Aberfeldy. Abington. Annan. Arbroath. Auchterarder. Biggar. Blair Athole. Blair Gowrie. Braco.

RAILWAYS.	TOWNS SERVED.
LANCASTER AND PRESTON—continued -	<p><i>Scotland—continued.</i></p> <p>Brechin. Errol. Meigle. Carnoustie. Forfar. Moffat. Carr Bridge. Glasgow. Montrose. Carstairs. Greenock. Motherwell. Crieff. Hamilton. Paisley. Cupar (Angus). Inchtute. Perth. Denny. Inverness. Pitlochry. Dumfries. Kingussie. Stirling. Dunblane. Lanark. Stonehaven. Dundee. Laurencekirk. Dunkeld. Leadhills. <i>Ireland:</i> Ecclefechan. Lockerby. Dublin. Edinburgh.</p>
LANCASTER AND SETTLE - - -	<p><i>England and Wales:</i></p> <p>Lancaster. Settle.</p>
LEEDS AND BRADFORD - - -	<p><i>England and Wales:</i></p> <p>Bailson. Skipton. Bradford.</p>
LEEDS, SELBY, AND HULL - - -	<p><i>England and Wales:</i></p> <p>Barton-on-Humber. Hull. Ferriby. Leeds. <i>Scotland:</i> Hessle. Pontefract. Edinburgh. Howden. Selby.</p>
LIVERPOOL AND MANCHESTER - - -	<p><i>England and Wales:</i></p> <p>Barnsley. Kenyon. Wakefield. Birkenhead. Leeds. Warrington. Bolton. Liverpool. Bradford. Manchester. <i>Scotland:</i> Chester. Newton-le-Willow. Edinburgh. Chorley. Prescot. Glasgow. Eccles. Rochdale. Halifax. St. Helen's. <i>Ireland:</i> Huddersfield. Sheffield. Dublin. Hull. Sutton.</p>
LONDON AND BIRMINGHAM - - -	<p><i>England and Wales:</i></p> <p>Accrington. Eccleshall. Newport. Alnwick. Fenny Stratford. Northampton. Amptill. Grantham. Northwich. Atherstone. Halifax. Nottingham. Aylesbury. Hemel Hempstead. Nuneaton. Banbury. Hexham. Oakham. Barnsley. Higham Ferrers. Oundle. Bedford. Huddersfield. Penrith. Belford. Kendal. Peterborough. Belper. Kenilworth. Prescot. Berkhampstead. Kettering. Presteign. Berwick. Kidderminster. Preston. Bewdley. Knutsford. Preston Brook. Bilston. Lancaster. Rickmansworth. Birkenhead. Leamington. Rochdale. Birmingham. Leeds. Rotherham. Blackburn. Leicester. Rugby. Bolton. Leighton Buzzard. Rugeley. Boston. Leominster. St. Alban's. Brackley. Lichfield. Sandbach. Bradford. Lincoln. Sheffield. Broomsgrove. Liverpool. Shields, North. Buckingham. London. Shields, South. Carlisle. Loughborough. Shrewsbury. Chester. Ludlow. Spalding. Chesterfield. Macclesfield. Stafford. Chorley. Malvern. Stamford. Cockermouth. Manchester. Stockport. Congleton. Maryport. Stone. Coventry. Melton Mowbray. Stoney Stratford. Darlington. Middlewich. Stourbridge. Daventry. Milnthorpe. Stratford-on-Avon. Derby. Namptwich. Sunderland. Droitwich. Newark. Tamworth. Dudley. Newcastle-on-Tyne. Tenbury. Durham. Newport Pagnell. Thame.</p>

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RAILWAYS.	TOWNS SERVED.		
LONDON AND BIRMINGHAM—continued	England and Wales—continued.		
	Thirsk.	Wellington.	Dumfries.
	Thrapstone.	West Bromwich.	Dundee.
	Tipton.	Whitchurch.	Ecclesfechan.
	Towcester.	Wigan.	Edinburgh.
	Tring.	Windsor.	Glasgow.
	Ulverstone.	Wolverhampton.	Greenock.
	Wakefield.	Woburn.	Hamilton.
	Walsall.	Worcester.	Lockerby.
	Wandsford.	Workington.	Moffat.
	Warrington.	York.	Paisley.
	Warwick.		Perth.
	Watford.	Scotland :	
	Wednesbury.	Aberdeen.	Ireland :
	Weedon.	Annan.	Dublin.
	Wellingborough.	Carstairs.	Kingstown.
LONDON AND BRIGHTON	England and Wales :		
	Arundel.	Eastbourne.	Reigate.
	Ashford.	East Grinstead.	Rye.
	Battle.	Emsworth.	St. Leonard's-on-Sea.
	Bognor.	Edenbridge.	Sandwich.
	Brighton.	Folkestone.	Seven Oaks.
	Beckenham.	Hastings.	Shoreham.
	Canterbury.	Havant.	Staplehurst.
	Carshalton.	Horsham.	Sydenham.
	Chichester.	Hurstperpoint.	Tenterden.
	Cranbrook.	Hythe.	Tonbridge.
	Cuckfield.	Lewes.	Tonbridge Wells.
	Deal.	Margate.	Winchfield.
	Dorking.	Portsmouth.	Worthing.
	Dover.	Ramsgate.	
LONDON AND BRISTOL	England and Wales :		
	Abergavenny.	Devonport.	Marlow.
	Abingdon.	Dursley.	Melksham.
	Amersham.	Ealing.	Merthyr Tydvil.
	Ashburton.	Enstone.	Milford Haven.
	Axminster.	Evesham.	Monmouth.
	Barnstaple.	Exeter.	Moreton-in-Marsh.
	Bath.	Exmouth.	Narbeth.
	Beaconsfield.	Falmouth.	Neath.
	Berkley.	Farringdon.	Newbury.
	Bicester.	Frome.	Newnham.
	Bideford.	Gerard's Cross.	Newport.
	Bodmin.	Glastonbury.	Newton Abbott.
	Bradford.	Gloucester.	Northleach.
	Brecknock.	Haverfordwest.	Oakhampton.
	Bridgend.	Hay.	Oxford.
	Bridgwater.	Hayle.	Pembroke.
	Bristol.	Helstone.	Penryn.
	Brixham.	Henley-on-Thames.	Penzance.
	Broadway.	Hereford.	Pershore.
	Builth.	Heytesbury.	Plymouth.
	Burford.	High Wycombe.	Plympton.
	Calne.	Honiton.	Pontypool.
	Camelford.	Hounslow.	Pontypridd.
	Cardiff.	Hungerford.	Presteign.
	Cardigan.	Ilfracombe.	Reading.
	Carmarthen.	Ilminster.	Redruth.
	Chard.	Ivy Bridge.	Rhayader.
	Cheltenham.	Kingsbridge.	Ross.
	Chepstow.	Kington.	St. Austle.
	Chippenham.	Lampeter.	St. Clears.
	Chipping Norton.	Launceston.	St. Columb.
	Chudleigh.	Ledbury.	Shepton Mallet.
	Cirencester.	Leominster.	Sidmouth.
	Coleford.	Liskeard.	Slough.
	Cowbridge.	Llandilo.	South Molton.
	Crediton.	Llandoverly.	Stokenchurch.
	Crewkerne.	Llanelly.	Stroud.
	Crickhowel.	Llangadoek.	Swansea.
	Cullompton.	London.	Swindon.
	Dartmouth.	Lostwithiel.	Taibach.
	Dawlish.	Maidenhead.	Taunton.
	Devizes.	Marlborough.	Tavistock.

RAILWAYS.	TOWNS SERVED.		
LONDON AND BRISTOL—continued	England and Wales—continued.		
	Teignmouth.	Truro.	Wheatley.
	Tenby.	Twyford.	Wincanton.
	Tetbury.	Usk.	Windsor.
	Tetsworth.	Uxbridge.	Witney.
	Tewkesbury.	Wantage.	Wiveliscombe.
	Thame.	Wallingford.	Wokingham.
	Tiverton.	Warminster.	Woodstock.
	Topsam.	Wellington.	Wotton-under-
	Torquay.	Wells.	Edge.
	Torrington.	Westbury.	Worcester.
	Totness.	Weston-super-	Wycombe, High.
	Trowbridge.	Mare.	
LONDON AND COLCHESTER	England and Wales :		
	Billericay.	Ingatestone.	Needham.
	Brentwood.	Ipswich.	Ongar.
	Bury St. Edmund's.	Kelvedon.	Saxmundham.
	Chelmsford.	London.	Stow Market.
	Colchester.	Maldon.	Witham.
	Halesworth.	Manningtree.	Woodbridge.
	Harwich.		
LONDON AND DOVER	England and Wales :		
	Arundel.	Dover.	Rye.
	Ashford.	Edenbridge.	St. Leonards-on
	Battle.	Eastbourne.	Sea.
	Brighton.	East Grinstead.	Sandwich.
	Bromley.	Faversham.	Seven Oaks.
	Beckenham.	Folkestone.	Shoreham.
	Carshalton.	Hastings.	Staplehurst.
	Canterbury.	Horsham.	Sydenham.
	Chichester.	Hurst Green.	Tenterden.
	Cranbrook.	Hythe.	Tonbridge.
	Crawley.	Lewes.	Tonbridge Wells.
	Croydon.	Margate.	Uckfield.
	Cuckfield.	Ramsgate.	Wingham.
	Deal.	Reigate.	Worthing.
	Deptford.	Romney, New.	
LONDON AND EPSOM	England and Wales :		
	Epsom.	Leatherhead.	
LONDON AND GREENWICH	England and Wales :		
	Blackheath.	Deptford.	Lewisham.
	Charlton.	Greenwich.	
LONDON, SOUTHAMPTON, AND GOSPORT	England and Wales :		
	Alresford.	Esher.	Petworth.
	Alton.	Fareham.	Poole.
	Andover.	Farnham.	Portsmouth.
	Andover Road.	Godalming.	Ringwood.
	Arundel.	Gosport.	Ripley.
	Bagshot.	Guernsey.	Rumsey.
	Basingstoke.	Guildford.	Ryde.
	Bishop's Waltham.	Haslemere.	Salisbury.
	Blandford.	Havant.	Shaftesbury.
	Bognor.	Horndean.	Sherborne.
	Bracknell.	Jersey.	Southampton.
	Bridport.	Kingston-on-	Staines.
	Chertsey.	Thames.	Stockbridge.
	Chichester.	Leatherhead.	Wareham.
	Christchurch.	Liphook.	Weymouth.
	Cobham.	Lyme.	Wimborne.
	Cowes.	Lyndhurst.	Winchester.
	Dorchester.	Midhurst.	Winchfield.
	Dorking.	Newport.	Wokingham.
	Emsworth.	Odiham.	Yeovil.
	Epsom.	Petersfield.	
LONDON AND YARMOUTH	England and Wales :		
	Arrington.	Biggleswade.	Bury St. Ed-
	Attleborough.	Bishop's Stortford.	mund's.
	Aylesbury.	Boston.	Cambridge.
	Baldock.	Bourne.	Caxton.
	Barnet.	Brandon.	Chatteris.
	Barton-on-Humber.	Buntingford.	Downham.
	Beverley.		

RAILWAYS.	TOWNS SERVED.
LONDON AND YARMOUTH—continued - - -	<i>England and Wales—continued.</i> <div> Dunmow. Lowestoft. Spalding. Ely. Lynn. Spilsby. Epping. March. Stamford. Fakenham. Market Deeping. Stevenage. Folkingham. Newmarket. Swaffham. Grimsby. Norwich. Thetford. Harlow. Peterborough. Waltham Cross. Hatfield. Roughton. Wandsford. Hertford. Royston. Ware. Hoddesdon. Saffron Walden. Wells. Holbeach. St. Ives. Welwyn. Horncastle. St. Neot's. Wisbeach. Hull. Sawbridgeworth. Wymondham. Huntingdon. Sleaford. Yarmouth. Louth. Soham. </div>
LONDONDERRY AND ENNISKILLEN - - -	<i>Ireland :</i> <div> Aughnacloy. Dublin. Moville. Ballygawley. Dundalk. Newtown Lina- Buncrana. Dungivan. vady. Carn. Emyvale. Newtown Stewart. Castleblaney. Londonderry. Omagh. Drogheda. Monaghan. Strabane. </div>
LONGNIDY AND HADDINGTON - - -	<i>Scotland :</i> Dunbar. Haddington.
LOUTH AND GRIMSBY - - -	<i>England and Wales :</i> Grimsby. Hull. Louth.
LYNN AND WISBEACH - - -	<i>England and Wales :</i> Lynn. Wisbeach.
MANCHESTER AND BOLTON - - -	<i>England and Wales :</i> Bolton. Manchester.
MANCHESTER AND LEEDS - - -	<i>England and Wales :</i> <div> Barnsley. Hull. Newcastle-on- Bradford. Hebdenbridge. Tyne. Burnley. Leeds. Rochdale. Briggthouse. Leicester. Sheffield. Dewsbury. Liverpool. Todmorden. Halifax. Littleborough. Wakefield. Huddersfield. Manchester. York. </div>
MANCHESTER AND OLDHAM - - -	<i>England and Wales :</i> Manchester. Oldham.
MANCHESTER AND SHEFFIELD - - -	<i>England and Wales :</i> Manchester. Sheffield.
MANCHESTER AND STOCKPORT - - -	<i>England and Wales :</i> <div> Acorrington. Kendal. Sandbach. Ashton-under-Lyne. Knutsford. Sheffield. Birkenhead. Lancaster. Stafford. Birmingham. Leicester. Stockport. Blackburn. Lichfield. Tamworth. Bolton. Liverpool. Walsall. Bristol. Macclesfield. Warrington. Bury. Manchester. Wigan. Carlisle. Market Drayton. Wolverhampton. Chester. Newcastle-on-Tyne. Chorley. Newcastle-under-Line. <i>Scotland :</i> </div>

RAILWAYS.	TOWNS SERVED.		
MIDLAND GREAT WESTERN, OR DUBLIN AND MULLINGAR :	<i>Ireland :</i> Ardrahan. Collooney. Kinnegad. Athlone. Craughwell. Leixlip. Aughrim. Dangan. Longford. Ballaghaderreen. Dromod. Loughrea. Ballina. Dromore, West. Lucan. Ballinasloe. Drumsna. Maynooth. Ballinrobe. Dublin. Moate. Ballyglass. Edenderry. Mohill. Ballymahon. Edgeworth's Town. Mullingar. Ballymote. Enfield. Newport. Ballynacargy. Eyrecourt. Newton Forbes. Ballynamore. Frankford. Oranmore. Banagher. Frenchpark. Portumna. Belmullet. Galway. Rathowen. Boyle. Gort. Roscommon. Carriack-on-Shannon. Granard. Sligo. Castlebar. Headford. Strokestown. Castlepollard. Hollymount. Swineford. Castlerea. Kilbeggan. Tuam. Castletown Delvin. Killock. Tullamore. Clifden. Killala. Westport.		
MINSTER AND DEAL - - - -	<i>England and Wales :</i> Deal. Sandwich.		
NEWCASTLE AND BERWICK - - - -	<i>England and Wales :</i> Alnwick. Hull. Thirsk. Belford. Leeds. Wakefield. Berwick. Morpeth. York. Darlington. Newcastle-on-Tyne. Derby. Rotherham. Durham. Sheffield. <i>Scotland :</i> Gateshead. Edinburgh.		
NEWCASTLE AND CARLISLE - - - -	<i>England and Wales :</i> Brampton. Haydon Bridge. Newcastle-on- Carlisle. Hexham. Tyne. Gateshead.		
NEWCASTLE AND NORTH SHIELDS - - - -	<i>England and Wales :</i> Howden. Shields, North. Newcastle-on-Tyne.		
NORTH UNION, OR NEWTON AND PRESTON - - - -	<i>England and Wales :</i> Accrington. Ormskirk. Dundee. Blackburn. Penrith. Ecclefechan. Bolton. Preston. Edinburgh. Burnley. Settle. Glasgow. Burton. Ulverstone. Greenock. Carlisle. Whitehaven. Hamilton. Chorley. Wigan. Inverness. Cockermouth. Wigton. Lockerby. Garstang. Workington. Moffat. Kendal. Windermere. Paisley. Lancaster. <i>Scotland :</i> Perth. Liverpool. Aberdeen. Port Glasgow. Manchester. Annan. Maryport. Dumfries. <i>Ireland :</i> Milnthorpe. Belfast. Dublin.		
NOTTINGHAM AND LINCOLN - - - -	<i>England and Wales :</i> Caistor. Lincoln. Nottingham. Grantham. Market Raisin. Wragby. Horncastle. Newark.		
OXFORD AND DIDCOT - - - -	<i>England and Wales :</i> Abingdon. Cirencester. Slough. Bath. Enstone. Stroud. Bicester. Evesham. Swindon. Bristol. Gloucester. Tetbury. Broadway. Maidenhead. Uxbridge. Burford. Moreton-in-Marsh. Wantage. Cheltenham. Oxford. Witney.		

RAILWAYS.	TOWNS SERVED.
PARKSIDE TO MANCHESTER AND LIVERPOOL	<i>England and Wales :</i> Accrington. Kendal. Preston. Blackburn. Liverpool. Warrington. Burnley. Manchester. Wigan. Carlisle. Newton-le-Willow.
PETERBOROUGH AND BOSTON - - -	<i>England and Wales :</i> Boston. Northampton. Spalding. Higham Ferrers. Oundle. Thrapstone. Newport Pagnell. Peterborough. Wellingborough.
PETERBOROUGH AND GRIMSBY - - -	<i>England and Wales :</i> Attleborough. Grimsby. Peterborough. Barton-on-Humber. Horncastle. St. Ives. Beverley. Hull. Spalding. Boston. Huntingdon. Spilsby. Brandon. Louth. Stamford. Bury St. Edmund's. Lynn. Thetford. Cambridge. March. Wisbeach. Downham. Newmarket. Wymondham. Ely. Norwich. Yarmouth.
POLEGATE AND EASTBOURNE - - -	<i>England and Wales :</i> Eastbourne.
PRESTON AND WYRE - - - -	<i>England and Wales :</i> Blackpool. Kirkham. Poulton. Fleetwood. Lipham. Preston.
REEDHAM AND LOWESTOFT - - -	<i>England and Wales :</i> Lowestoft.
RICHMOND BRANCH (York) - - -	<i>England and Wales :</i> Catterick. Richmond. Darlington.
RUGBY AND DERBY AND DERBY AND LEEDS -	<i>England and Wales :</i> Alnwick. Hartlepool. Rotherham. Barnsley. Hexham. Rugby. Belford. Huddersfield. Selby. Belper. Leeds. Sheffield. Berwick. Leicester. Shields, North. Bradford. Lincoln. Shields, South. Chesterfield. Loughborough. Sunderland. Darlington. Melton Mowbray. Thirsk. Derby. Morpeth. Wakefield. Durham. Newark. York. Gateshead. Newcastle-on-Tyne. Grantham. Northallerton. <i>Scotland :</i> Halifax. Nottingham. Edinburgh.
RUGBY AND NORMANTON (Midland) - -	<i>England and Wales :</i> Alfreton. Doncaster. Morpeth. Alnwick. Gainsborough. Newark. Ashbourne. Gateshead. Newcastle-upon- Bakewell. Gloucester. Tyne. Barnsley. Grantham. Newcastle-under- Bawtry. Halifax. Line. Bedale. Harrogate. Northallerton. Bedford. Hartlepool. Northampton. Belford. Hexham. Nottingham. Belper. Howden. Oakham. Berwick. Huddersfield. Ollerton. Birmingham. Knaresborough. Oxford. Boroughbridge. Leamington. Pontefract. Bradford. Leeds. Retford. Brigg. Leicester. Richmond. Burton-on-Trent. Lichfield. Ripon. Buxton. Lincoln. Rochdale. Carlisle. Loughborough. Rotherham. Catterick. Manchester. Rugby. Chester. Mansfield. Scarborough. Chesterfield. Market Raisen. Selby. Darlington. Matlock Bath. Sheffield. Derby. Melton Mowbray. Shields, North. Dewsbury. Middlesbro'. Shields, South.

RAILWAYS.	TOWNS SERVED.
RUGBY AND NORMANTON (Midland)— <i>cont^d</i> .	<i>England and Wales—continued.</i> Skipton. Tuxford. Yarm. Stockton-on-Tees. Uppingham. York. Sunderland. Wakefield. Thirsk. Wirksworth. Towcester. Worksop. <i>Ireland.</i> Dublin.
SCOTTISH CENTRAL - - - - -	<i>Scotland :</i> Aberdeen. Crieff. Glasgow. Aberfeldy. Cupar (Angus). Inchtute. Arbroath. Denny. Inverness. Auchterarder. Dunblane. Montrose. Blair Athole. Dundee. Perth. Blair Gowrie. Dunkeld. Pitlochry. Braco. Ecclefechan. Prestonkirk. Breechin. Edinburgh. Stirling. Carnoustie. Errol. Stonehaven. Carr Bridge. Forfar.
SHEFFIELD AND MASBOROUGH - - -	<i>England and Wales :</i> Sheffield.
SHREWSBURY AND CHESTER.	
STAMFORD AND PETERBOROUGH - - -	<i>England and Wales :</i> Peterborough. Stamford.
STOCKTON AND DARLINGTON - - -	<i>England and Wales :</i> Bishop Auckland. Middlesbro'. Yarm. Catterick. Richmond. Darlington. Stockton-on-Tees.
SWINDON AND GLOUCESTER - - -	<i>England and Wales :</i> Abergavenny. Hungerford. Oxford. Brecknock. Kington. Presteign. Builth. Ledbury. Reading. Burford. Leominster. Rhayader. Cheltenham. Llandilo. Ross. Cirencester. Llandovery. Slough. Coleford. Llangadock. Stroud. Crickhowel. Maidenhead. Swindon. Evesham. Marlborough. Usk. Farringdon. Monmouth. Uxbridge. Gloucester. Newbury. Wotton-under- Hay. Newnham. Edge. Hereford. Northleach. Wycombe, High. Hounslow.
SYSTON AND MELTON - - - - -	<i>England and Wales :</i> Grantham. Leicester. Melton Mowbray.
TAFF VALE - - - - -	<i>England and Wales :</i> Aberdare. Merthyr Tydvil. Cardiff. Pontypridd.
THREE BRIDGES AND HORSHAM - - -	<i>England and Wales :</i> East Grinstead. Horsham.
TONBRIDGE AND TONBRIDGE WELLS - -	<i>England and Wales :</i> Tonbridge. Tonbridge Wells.
TRENT VALLEY (London and Newton) - -	<i>England and Wales :</i> Aberystwith. Barton-on-Humber. Birmingham. Accrington. Bath. Blackburn. Alfreton. Bawtry. Bolton. Alnwick. Bedale. Boroughbridge. Amphill. Bedford. Boston. Ashbourne. Belford. Brackley. Ashby-de-la-Zouch. Belper. Bradford. Ashton-under-Lyne. Berkhamstead. Bridgenorth. Atherstone. Berwick. Brigg. Aylesbury. Beverley. Bristol. Bakewell. Bewdley. Broomsgrove. Banbury. Bicester. Buckingham. Bangor. Bilston. Burnley. Barnsley. Birkenhead. Burton.

RAILWAYS.	TOWNS SERVED.	
TRENT VALLEY (London and Newton)— <i>cont.</i> ^d .	<i>England and Wales—continued.</i>	
	Burton-on-Trent.	Market Drayton.
	Bury.	Market Harbro'
	Buxton.	Market Raisen.
	Carlisle.	Maryport.
	Carnarvon.	Matlock Bath.
	Catterick.	Melton Mowbray.
	Chester.	Middlesbro'
	Chesterfield.	Middlewich.
	Chorley.	Milnthorpe.
	Cockermouth.	Morpeth.
	Congleton.	Namptwich.
	Conway.	Newark.
	Corwen.	Newcastle-under-Lyne.
	Coventry.	Newport Pagnell.
	Darlington.	Newport.
	Daventry.	Newtown.
	Denbigh.	Northallerton.
	Derby.	Northampton.
	Devonport.	Northwich.
	Dewsbury.	Nottingham.
	Doncaster.	Oakham.
	Droitwich.	Oldham.
	Dudley.	Ollerton.
	Dunstable.	Ormskirk.
	Durham.	Oswestry.
	Eccleshall.	Oundle.
	Ellesmere.	Oxford.
	Fenny Stratford.	Penrith.
	Gainsborough.	Pershore.
	Garstang.	Peterborough.
	Gateshead.	Pontefract.
	Grantham.	Prescot.
	Halifax.	Presteign.
	Harrowgate.	Preston.
	Hartlepool.	Preston Brook.
	Hemelhempstead.	Pwllheli.
	Hexham.	Retford.
	Higham Ferrers.	Richmond.
	Hinckley.	Rickmansworth.
	Holyhead.	Ripley.
	Holywell.	Rochdale.
	Howden.	Rotherham.
	Huddersfield.	Rugby.
	Hull.	Rugeley.
	Isle of Man.	Ruthin.
	Kendal.	St. Alban's.
	Kenilworth.	St. Helen's.
	Kettering.	Sandbach.
	Kidderminster.	Scarborough.
	Knaresborough.	Selby.
	Knutsford.	Settle.
	Lancaster.	Sheffield.
	Leamington.	Shields, North.
	Leeds.	Shields, South.
	Leek.	Shiffnal.
	Leicester.	Shipston-on-Stour.
	Leighton Buzzard.	Shrewsbury.
	Leominster.	Skipton.
	Lichfield.	Spalding.
	Lincoln.	Stafford.
	Liverpool.	Stamford.
	Loughborough.	Stockport.
	Ludlow.	Stockton on-Tees.
	Luton.	Stone.
	Lutterworth.	Stoney Stratford.
	Macclesfield.	Stourbridge.
	Malvern.	Stourport.
	Manchester.	Stratford-on-Avon.
	Mansfield.	Sunderland.
		Tadcaster.
		Tamworth.
		Tarporley.
		Tenbury.
		Tewkesbury.
		Thame.
		Thirsk.
		Thrapstone.
		Tipton.
		Towcester.
		Tring.
		Tuxford.
		Ulverstone.
		Uppingham.
		Uttoxeter.
		Wakefield.
		Walsall.
		Wandsford.
		Warrington.
		Warwick.
		Watford.
		Wednesbury.
		Weedon.
		Welchpool.
		Welford.
		Wellingborough.
		Wellington.
		West Bromwich.
		Whitchurch.
		Whitehaven.
		Wigan.
		Wigton.
		Winslow.
		Wirksworth.
		Woburn.
		Wolverhampton.
		Worcester.
		Workington.
		Worksop.
		Wrexham.
		Yarm.
		York.
		<i>Scotland :</i>
		Aberdeen.
		Annan.
		Dumfries.
		Dundee.
		Ecclefechan.
		Edinburgh.
		Glasgow.
		Greenock.
		Hamilton.
		Inverness.
		Lockerby.
		Moffat.
		Paisley.
		Perth.
		Port Glasgow.
		<i>Ireland :</i>
		Belfast.
		Cork.
		Donaghadee.
		Dublin.
		King's Town.
		Limerick.
		Waterford.
TRING AND AYLESBURY - - -	<i>England and Wales :</i>	
	Aylesbury.	Thame.

RAILWAYS.	TOWNS SERVED.		
WOKING AND GUILDFORD - - - -	<i>England and Wales :</i> Farnham.	Godalming.	Guildford.
YORK AND NEWCASTLE - - - -	<i>England and Wales :</i> Alnwick. Bedale. Belford. Berwick. Boroughbridge. Catterick. Darlington. Derby. Durham. Gateshead. Halifax. Hartlepool.	Hexham. Howden. Huddersfield. Hull. Leeds. Middlesbro'. Morpeth. Newcastle-on-Tyne. Northallerton. Richmond. Ripon.	Rotherham. Selby. Sheffield. Shields, North. Shields, South. Stockton-on-Tees. Sunderland. Thirsk. Wakefield. Yarm. York.
YORK AND NORTH MIDLAND, YORK AND NORMANTON.	<i>England and Wales :</i> Alnwick. Barnsley. Barton-on-Humber. Bedale. Bedford. Belper. Berwick. Boroughbridge. Bradford. Catterick. Chesterfield. Darlington. Derby. Durham.	Gateshead. Hartlepool. Hexham. Howden. Leeds. Manchester. Middlesbro'. Morpeth. Newcastle-on-Tyne. Northallerton. Pontefract. Richmond. Ripon. Scarborough.	Selby. Sheffield. Shields, North. Shields, South. Stockton-on-Tees. Sunderland. Tadcaster. Thirsk. Wakefield. Yarm. York. <i>Scotland :</i> Edinburgh.
YORK AND SCARBOROUGH - - - -	<i>England and Wales :</i> Castle Howard. Filey. Flaxton. Hovingham. Hunmanby.	Kirkham. Malton. Pickering. Scarborough. Sheriff Hutton.	Slingsby. Strensall. Torrington. Whitby.

MAILS ON RAILWAYS.

ABSTRACT

OF

**SUPPLEMENTAL RETURN of the Amount
paid during the Years 1848 and 1849, by the
POST OFFICE to the RAILWAY COMPANIES
for the Conveyance of the MAILS, specifying
each Railway, and the Sum paid to each, the
Towns served, the Mileage run, and the Rate
per Mile.**

[*N. B.*—So far as relates to the "Towns served" by
Railways.]

*Ordered, by The House of Commons, to be Printed,
13 June 1851.*

6.—1.

Under 3 oz.

MAILS ON RAILWAYS.

RETURN to an Order of the Honourable The House of Commons,
dated 13 February 1851;—for,

RETURN “of the several LINES and BRANCH LINES of RAILWAY in the UNITED KINGDOM, upon which the MAILS for the Conveyance of LETTERS, &c., are carried, under Contract or otherwise, on the 1st day January 1851, showing the TOTAL MILEAGE, and the NAMES of the said LINES and BRANCH LINES.”

General Post-Office, }
5 August 1851. }

W. MABERLY,
Secretary.

Ordered, by The House of Commons, to be Printed, 8 August 1851.

A RETURN of the several LINES and BRANCH LINES of RAILWAY in the UNITED KINGDOM, upon which the MAILS for the Conveyance of LETTERS, &c. were carried, under Contract or otherwise, on 1st day of January 1851, showing the TOTAL MILEAGE, and the NAMES of the said LINES and BRANCH LINES.

NAMES OF LINES AND BRANCH LINES OF RAILWAY, upon which the Mails were conveyed.		Number of Single Miles Travelled on the 1st January 1851.		TOTAL.	
		Miles.	Fur.	Miles.	Fur.
Aberdeen - - -	Arbroath and Aberdeen - - -	110	4	269	2
	Forfar and Aberdeen - - -	113	6		
	Arbroath and Guthrie Junction - - -	31	0		
	Forfar and Guthrie Junction - - -	14	0		
	Ardrossan - - -	64	5	64	5
Bristol and Exeter -	Birkenhead, Lancashire, and Cheshire	87	5	87	5
	Bolton and West Yorkshire - - -	4	0	4	0
	Bristol and Exeter - - -	378	5	388	5
	Tiverton-road and Tiverton - - -	10	0		
Caledonian - - -	Carlisle and Greenhill Junction - - -	423	2	584	1
	Carstairs and Edinburgh - - -	110	1		
	Glasgow and Gartsherrie - - -	32	4		
	Glasgow and Coatbridge - - -	18	2		
Carlisle and Newcastle -	Carlisle and Newcastle - - -	214	6	216	2
	Milton and Brampton - - -	1	4		
	Carlisle and Maryport - - -	111	5	111	5
	Chester and Holyhead - - -	335	3	335	3
	Clarence - - -	16	0	16	0
Dundee, Perth and Aberdeen	Dundee and Perth - - -	81	0	135	0
	Dundee and Arbroath - - -	33	0		
	Dundee and Newtyle - - -	21	0		
	East Anglian - - -	53	1	53	1
East Lancashire - - -	Liverpool and Preston - - -	57	6	134	7
	Ormskirk and Liverpool - - -	17	1		
	Preston and Blackburn - - -	60	0		
Eastern Union - - -	Colchester and Ipswich - - -	66	6	121	5
	Ipswich and Bury St. Edmund's - - -	54	7		
Eastern Counties - - -	London and Colchester - - -	205	4	878	2
	London and Yarmouth - - -	504	2		
	Cambridge and Huntingdon - - -	38	6		
	Reedham and Lowestoft - - -	11	2		
	Ely and Peterborough - - -	60	0		
	Ely and Wisbeach - - -	20	6		
	Chesterford and Newmarket - - -	32	0		
	Witham and Maldon - - -	5	6		
Edinburgh and Northern -	Edinburgh and Glasgow - - -	300	0	300	0
	Edinburgh and Perth - - -	178	0	247	1
	Dundee and Lady Bank - - -	69	1		
	Glasgow and Ayr - - -	236	4	236	4
	Glasgow and Greenock - - -	158	5	158	5
	Glasgow and Paisley - - -	48	6	48	6
	Glasgow and South Western - - -	48	2	48	2
	Great Northern - - -	231	6	231	6

NAMES OF LINES AND BRANCH LINES OF RAILWAY, upon which the Mails were conveyed.			Number of Single Miles Travelled on the 1st January 1851.		TOTAL	
			Miles.	Fur.	Miles	Fur.
Great Western	{	London and Bristol - - - -	495	0	697	3
		Swindon to Gloster and Cheltenham - - - -	161	5		
		Didcot and Oxford - - - -	19	2		
		Chippenham and Frome - - - -	21	4		
		Kendal and Windermere - - - -	20	4	20	4
Lancashire and Yorkshire	{	Lancashire and Yorkshire - - - -	331	3	391	3
		Manchester and Bolton - - - -	60	0		
Lancaster and Carlisle	{	Lancaster and Carlisle - - - -	282	0	363	0
		Preston and Lancaster - - - -	81	0		
		Liverpool and Southport - - - -	20	4	20	4
London, Brighton, and South Coast	{	London and Brighton - - - -	455	7	677	0
		Brighton and Portsmouth - - - -	89	2		
		Hayward's Heath and Hastings - - - -	73	7		
		Three Bridges and Horsham - - - -	17	0		
		London and Epsom - - - -	36	4		
		Polegate and Eastbourne - - - -	4	4		
London and North Western	{	London and Newton - - - -	990	0	2,741	6
		Tring and Aylesbury - - - -	22	4		
		Bletchley and Bedford - - - -	125	0		
		Bletchley and Banbury - - - -	32	4		
		Blisworth and Peterboro' - - - -	94	4		
		Rugby and Birmingham - - - -	118	6		
		Coventry and Leamington - - - -	18	4		
		Stafford and Shrewsbury - - - -	117	2		
		Crewe and Chester - - - -	105	1		
		Manchester and Crewe - - - -	226	7		
		Birmingham and Liverpool - - - -	472	2		
		Macclesfield Branch - - - -	33	2		
		Liverpool and Manchester - - - -	385	2		
London and South Western	{	London and Southampton - - - -	414	7	868	0
		Woking, Guildford, and Godalming - - - -	21	0		
		Guildford and Farnham - - - -	22	0		
		Bishopstoke and Salisbury - - - -	44	0		
		Bishopstoke and Portsmouth - - - -	105	4		
		Fareham and Gosport - - - -	14	7		
		Southampton and Dorchester - - - -	245	6		
Manchester, Sheffield, and Lincolnshire	{	Manchester and Sheffield - - - -	171	0	261	4
		Grimsby and Hull - - - -	29	0		
		Brigg and Lincoln - - - -	29	4		
		Ashton and Glossop - - - -	32	0		
Midland - - - -	{	Rugby and Leeds - - - -	500	3	1,348	2
		Derby and Lincoln - - - -	189	0		
		Masbro' and Sheffield - - - -	28	4		
		Leeds and Skipton - - - -	52	1		
		Birmingham and Derby - - - -	82	0		
		Birmingham and Bristol - - - -	469	2		
		Ashchurch and Tewkesbury - - - -	4	0		
		Syston and Melton - - - -	10	2		
		Stamford and Peterboro' - - - -	12	6		
North British - - - -	{	Berwick and Edinburgh - - - -	230	2	300	1
		Edinburgh and Dunbar - - - -	42	3		
		Haddington and Long Niddry - - - -	27	4		
	{	North Union - - - -	110	0	110	0
		Preston and Wyre - - - -	57	0		
		Scottish Central - - - -	178	5		
		Scottish Midland - - - -	96	0		
		Scottish Midland Junction - - - -	33	4		
		South Devon - - - -	211	5		

NAMES OF LINES AND BRANCH LINES OF RAILWAY, upon which the Mails were conveyed.		Number of Single Miles Travelled on the 1st January 1851.	TOTAL.	
		<i>Miles. Fur.</i>	<i>Miles. Fur.</i>	
South Eastern - -	London and Dover - - - -	416 7	542	0
	Tunbridge and Tunbridge Wells - - -	10 5		
	Ashford and Canterbury - - - -	28 4		
	Canterbury, Ramsgate and Margate - -	39 2		
	Minster and Deal - - - -	17 4		
	London and Greenwich - - - -	29 2		
	South Wales - - - -	298 1	298	1
Stockton and Darlington -	Stockton and Darlington - - - -	34 6	58	6
	Darlington and Bishop Auckland - -	24 0		
	Whitehaven Junction - - - -	47 6	47	6
	Workington and Cockermouth - - -	34 0	34	0
York and North Midland -	York and Normanton - - - -	98 2	662	3
	Leeds and Selby - - - -	115 2		
	Selby and Hull - - - -	206 7		
	Hull and Bridlington - - - -	61 5		
	Hull and Beverley - - - -	16 3		
	York and Scarborough - - - -	84 3		
	Rillington and Whitby - - - -	61 0		
	Scarborough and Filey - - - -	18 5		
York, Newcastle and Ber- wick - - - -	York and Newcastle - - - -	335 2	945	9
	Newcastle and Berwick - - - -	269 5		
	Berwick and Kelso - - - -	40 4		
	Richmond and Dalton - - - -	54 1		
	Pillmore and Borobridge - - - -	23 3		
	Brockley Whins and Shields - - -	6 0		
	Hartlepool and Ferryhill - - - -	69 0		
	Newcastle and North Shields - - -	50 6		
	Newcastle and Sunderland - - - -	84 0		
	Durham and Belmont - - - -	13 4		
I R E L A N D.				
Great Southern and Western {	Dublin and Cork - - - -	656 0	759	1
	Kildare and Carlow - - - -	103 1		
	Midland Great Western - - - -	200 3	200	3
Dublin and Drogheda - {	Dublin and Drogheda - - - -	126 5	159	5
	Howth Branch - - - -	33 0		
Dublin and Belfast Junc- tion - - - -	Drogheda to Wellington Inn - - -	64 1	106	6
	Drogheda to Dundalk - - - -	42 5		
	Dublin and Kingstown - - - -	66 7	66	7
	Belfast and Ballymena - - - -	65 5	65	5
	Dundalk and Enniskillen - - - -	35 4	35	4
	Londonderry and Enniskillen - - -	58 5	58	5
	Ulster - - - -	50 6	50	6
	Waterford and Limerick - - - -	86 1	86	1
	Irish South Eastern - - - -	20 4	20	4
TOTAL - - -			17,246	4

(signed) Geo. Stow.

MAILS ON RAILWAYS.

RETURN of the several LINES and BRANCH LINES of RAILWAY in the UNITED KINGDOM, upon which the MAIDS for the Conveyance of LETTERS, &c. were carried, under Contract or otherwise, on the 1st day of January 1861, showing the TOTAL MILEAGE and the NAMES of the said LINES and BRANCH LINES.

(*Mr. Grogan.*)

*Ordered, by The House of Commons, to be Printed,
8 August 1851.*

686.

Under 1 oz.

MAIL STEAMERS (HALIFAX AND UNITED STATES).

RETURN to an Order of the Honourable The House of Commons,
dated 23 May 1851 :—for,

A RETURN, “in a Tabular Form, of the MAIL STEAMERS employed by Messrs. *Cunard & Co.* in carrying the Mails to and from *Halifax* and the *United States*, from their earliest Commencement down to the present Time; giving the Names of the Vessels, their respective Tonnage, inclusive of the Space occupied by the Boilers and Machinery, and what Space is occupied by these; the Horse-power of each Vessel, and the Contract Price paid for each Year’s Service; how many Summer and how many Winter Voyages they were and are bound to perform under their Contract, and when these Voyages begin and end; when the respective Contracts began and ended, and when the present one will expire.”

Admiralty, }
16 June 1851. }

J. H. Hay,
Chief Clerk.

RETURN of the CONTRACT MAIL STEAMERS employed by Messrs. *Cunard & Co.* in carrying Mails between this Country, *Halifax*, and the *United States*.

	Contract Price.	No. of Summer Voyages.	No. of Winter Voyages.	Summer Voyages.		Winter Voyages.		Contract Began.	Contract Ended.	REMARKS.
				Began.	Ended.	Began.	Ended.			
Four or more steamers, of not less than 300-horse power, and a sufficient number not less than 150-horse power - -	60,000 <i>l.</i> per ann. less 4,000 <i>l.</i> for running once only in Nov. Dec. Jan. Feb.	16	4	March	Oct.	Nov.	Feb.	1 July 1840	August 1841	-- Between Liverpool and Halifax, N. S.
Five steamers, of not less than 400-horse power, and two steamers, of not less than 150-horse power (for St. Lawrence service)	80,000 <i>l.</i> per ann.	16	4	April	Nov.	Dec.	March	1 Sept. 1841	June 1846	-- Between Liverpool, Halifax, Boston, and Quebec.
Nine steamers, of not less than 400-horse power, and one spare steamer, of not less than 150-horse power - - - -	85,000 <i>l.</i> per annum until commencement of New York line, on 1 Jan. 1848, then 145,000 <i>l.</i>	35	9	April	Nov.	Dec.	March	1 July 1846	June 1850	-- Between Liverpool, Halifax, and Boston, and Liverpool and New York.
Eight steamers, of not less than 400-horse power -	145,000 <i>l.</i> per ann.	35	9	April	Nov.	Dec.	March	1 July 1850	- - Will expire on 31 December 1851, when a new contract comes into operation.	

NAMES OF VESSELS EMPLOYED.	Tonnage (Old Measurement).	What Space Occupied by the Boilers and Machinery.	Horse Power.
Asia - - - - -	2,073	No record showing this in this department.	800
America - - - - -	1,729	- - -	630
Africa - - - - -	2,050	- - -	800
Cambria - - - - -	1,814	- - -	500
Canada - - - - -	1,774	- - -	680
Europa - - - - -	1,777	- - -	650
Niagara - - - - -	1,774	- - -	630
Margaret - - - - -	618	- - -	220
Acadia - - - - -	1,148	- - -	420
Britannia - - - - -	1,156	- - -	420
Caledonia - - - - -	1,144	- - -	420
Columbia - - - - -	1,140	- - -	420
Achilles - - - - -	991	- - -	430

MAIL STEAMERS (HALIFAX AND
UNITED STATES).

A RETURN, in a Tabular Form, of the MAIL
STEAMERS employed by Messrs. *Cunard & Co.*
in carrying the Mails to and from *Halifax* and
the *United States*, from their earliest Com-
mencement down to the present Time, &c.

(*Mr. Brown.*)

Ordered, by The House of Commons, to be Printed,
17 June 1851.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 28 May 1851 ;—for,

RETURN “ of the AMOUNT of the ANNUAL SUMS paid to the GAS COMPANY for GAS used in LIGHTING the GENERAL POST OFFICE, separately, for the Years ending the 5th day of January 1848, 1849, 1850 and 1851, respectively ; and stating the Causes of the Increase or Decrease in each Year.”

General Post Office, }
19 June 1851. }

W. L. MABERLY,
Secretary.

Ordered, by The House of Commons, to be Printed, 30 June 1851.

RETURN of the AMOUNT of the ANNUAL SUMS paid to the GAS COMPANY for GAS used in LIGHTING the GENERAL POST OFFICE, separately, for the Years ending the 5th day of January 1848, 1849, 1850 and 1851, respectively ; and stating the Causes of the Increase or Decrease in each Year.

Years ended	Sums paid.	Increase.	Decrease.	Causes of Increase and Decrease.
	£. s. d.	£. s. d.	£. s. d.	
5 January 1848	3,047 13 10	217 19 7	- - -	{ Business requiring a larger consumption of gas.
5 January 1849	2,354 15 5	- - -	692 18 5	{ 255 l. 8 s. 4 d. was saved by a reduction of 1 s. per thousand cubic feet in the price of gas, and 437 l. 10 s. 1 d. by the introduction and use of Mr. Leslie's patents for the purification, &c. of gas.
5 January 1850	2,024 19 9	- - -	329 15 8	{ 196 l. 15 s. was saved by a further reduction of 1 s. per thousand cubic feet in the price of gas, and 133 l. 0 s. 8 d. by the use of Mr. Leslie's patents.
5 January 1851	1,485 10 2	- - -	539 9 7	{ 371 l. 7 s. 6 d. by a further reduction of 1 s. per thousand cubic feet in the price of gas, and 168 l. 2 s. 1 d. by the use of Mr. Leslie's patents.

POST OFFICE.

**RETURN of the AMOUNT of the ANNUAL SUMS
paid to the GAS COMPANY for GAS used in
LIGHTING the GENERAL POST OFFICE, for the
Years ending the 5th January 1848, 1849, 1850
and 1851, &c.**

(*Viscount Duncan.*)

*Ordered, by The House of Commons, to be Printed,
30 June 1851.*

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 14 March 1851 ;—for,

RETURNS, “as nearly as can be estimated, of the Number of Chargeable LETTERS delivered in the United Kingdom in the Year immediately preceding the First General Reduction of Postage on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the first Year, the Number of FRANKS, and for the last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were Counted :”

“Showing the GROSS and NET POST OFFICE REVENUE, and the COST of MANAGEMENT for the United Kingdom, for the Year ending the 5th day of January 1838, and for each subsequent Year, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post Office, and Advances to the Money Order Office; also, disregarding in the Return for each Year any Old Debts written off, or Postage remitted, or any other Deductions which relate to previous Years :”

“Of the PAYMENTS by the Post OFFICE, during the Year ended the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by Railway in the United Kingdom, distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years :”

“And, of the Number and Amount of MONEY ORDERS Issued and Paid in the United Kingdom in each Year, beginning with 1839; also, the Expense of the MONEY ORDER OFFICE, and the Amount of Commission received during the Year 1850.”

General Post Office, }
19 July 1851. }

W. L. MABERLY,
Secretary.

(*Mr. Charles Villiers.*)

Ordered, by The House of Commons, to be Printed,
22 July 1851.

RETURN, as nearly as can be estimated, of the Number of Chargeable LETTERS delivered in the United Kingdom, in the Year immediately preceding the First General Reduction of Postage on the 5th day of December 1839, and for each complete Year subsequent thereto; also, for the first Year, the Number of FRANKS, and for the last Year, and up to as late a Period as practicable, the Number of LETTERS for each Week in which they were Counted.

Year ending 31 December.	ENGLAND AND WALES.			Total England and Wales.	Total Ireland.	Total Scotland.	Gross Total United Kingdom.
	Country Offices.	London, Inland, Foreign and Ship.	London District Post.				
Estimated Number of Letters, 1839 -	-	-	-	59,982,520	8,301,904	7,623,148	75,907,572
Estimated Number of Franks, 1839 -	-	-	-	5,172,284	1,054,508	336,232	6,563,024
Estimated Number of Letters, 1840 -	88,071,308	23,559,835	20,372,382	132,003,525	18,210,642	18,554,167	168,768,334
Estimated Number of Letters, 1841 -	103,395,677	27,966,722	23,108,722	154,471,121	20,794,297	21,234,772	196,500,191
Estimated Number of Letters, 1842 -	111,115,489	29,385,282	23,389,942	163,890,713	22,328,154	22,215,583	208,434,451
Estimated Number of Letters, 1843 -	117,704,474	30,908,743	24,881,410	173,494,627	23,482,463	23,473,216	220,450,306
Estimated Number of Letters, 1844 -	129,096,023	33,575,936	26,989,460	189,652,419	25,937,133	26,502,077	242,091,684
Estimated Number of Letters, 1845 -	147,227,431	36,097,711	30,828,486	214,153,628	28,587,993	28,669,168	271,410,789
Estimated Number of Letters, 1846 -	162,624,024	39,993,681	33,261,050	235,878,755	32,572,947	31,185,060	299,586,762
Estimated Number of Letters, 1847 -	175,023,407	43,757,540	34,630,817	253,411,764	35,473,316	33,261,163	322,146,243
Estimated Number of Letters, 1848 -	180,716,102	45,991,153	33,672,747	260,380,002	34,887,481	33,563,101	328,830,184
Estimated Number of Letters, 1849 -	187,382,329	45,845,683	33,960,898	267,188,410	35,463,913	34,746,876	337,399,199
Estimated Number of Letters, 1850 -	192,508,628	44,856,170	33,887,844	276,252,642	35,388,895	35,427,534	347,069,071
Week Ending							
21 January 1850 -	3,713,348	846,797	727,877	5,287,522	671,596	634,009	6,593,127
21 February „ -	4,075,678	880,948	827,587	5,784,213	728,010	727,739	7,239,962
21 March „ -	3,609,462	860,437	745,758	5,215,657	691,225	681,936	6,588,818
21 April „ -	3,673,996	923,962	817,265	5,415,223	704,034	680,303	6,799,560
21 May „ -	3,553,549	853,948	743,861	5,151,158	679,369	674,603	6,505,130
21 June „ -	3,554,571	887,576	743,756	5,185,903	662,561	674,589	6,523,053
21 July „ -	3,622,481	827,420	785,379	5,235,280	624,605	660,081	6,519,966
21 August „ -	3,641,534	828,483	690,116	5,160,133	637,781	680,158	6,478,072
21 September „ -	3,746,824	806,313	655,757	5,208,894	671,038	685,739	6,565,671
21 October „ -	3,734,204	852,104	696,412	5,282,720	679,886	688,930	6,651,536
21 November „ -	3,731,330	893,090	738,305	5,362,725	711,926	691,259	6,765,910
21 December „ -	3,768,091	890,346	802,745	5,461,182	704,614	696,262	6,862,058
21 January 1851 -	3,880,400	911,433	772,419	5,564,252	713,921	684,610	6,962,783
21 February „ -	3,991,202	914,740	834,225	5,740,167	725,146	752,047	7,217,360

AN ACCOUNT, showing the Gross and Net Post Office Revenue, and the Cost of Management for the United Kingdom, for the Year ending the 5th January 1838, and for each subsequent Year, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post Office, and Advances to the Money Order Office; also, disregarding in the Return for each Year any Old Debts written off, or Postage remitted, or any other Deductions which relate to previous Years.

YEARS ENDING	Gross Revenue. *	Cost of Management.†	Net Revenue.	Postage Charged on the Government Departments..	Net Revenue, exclusive of Charges on the Government Departments.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
5 January 1838 - -	2,339,737 18 3½	687,313 10 7½	1,652,424 7 7½	38,528 12 -	1,613,895 15 7½
" 1839 - -	2,346,278 - 9½	686,768 3 6½	1,659,509 17 2½	45,156 - 11	1,614,353 16 3½
" 1840‡ - -	2,390,763 10 1½	756,999 7 4	1,633,764 2 9½	44,277 13 4	1,589,486 9 5½
" 1841 - -	1,359,466 9 2	858,677 - 5½	500,789 8 8½	90,761 3 2	410,028 5 6½
" 1842 - -	1,499,418 10 11½	938,168 19 7½	561,249 11 4½	113,255 15 10	447,993 15 6½
" 1843 - -	1,578,145 16 7½	977,504 10 3	600,641 6 4½	122,161 8 9	478,479 17 7½
" 1844 - -	1,620,867 11 10	980,650 7 5½	640,217 4 4½	116,503 1 -	523,714 3 4½
" 1845 - -	1,705,067 16 4	985,110 13 10½	719,957 2 5½	109,232 13 5½	610,724 8 11½
" 1846 - -	1,887,576 13 11½	1,125,594 5 -	761,982 8 11½	101,190 19 -½	660,791 9 11½
" 1847 - -	1,963,857 9 9½	1,138,745 2 4½	825,112 7 5	100,354 19 -	724,757 8 5
" 1848 - -	2,181,016 16 -½	1,196,520 1 6½	984,496 14 6	121,290 13 9	863,206 - 9
" 1849 - -	2,143,679 19 6	§ 1,403,250 13 2	740,429 6 4	115,902 13 7	624,526 12 9
" 1850 - -	2,165,349 17 9½	1,324,562 16 10	840,787 - 11½	106,923 18 -	733,863 2 11½
" 1851 - -	2,264,684 5 3½	1,460,785 13 10½	803,898 11 5½	109,523 13 7	694,374 17 10½

* Namely, the Gross Receipts, after deducting the Returns for "Refused Letters," &c.

† Including all payments out of the revenue in its progress to the Exchequer, except advances to the Money Order Office. Of these sums 10,307 l. 10 s. per annum is for pensions, and forms no part of the disbursements on account of the service of the Post Office.

‡ This year includes one month of the fourpenny rate.

§ This includes a payment of 196,086 l. 5 s. 1 d. for the conveyance of mails by railway in previous years.

|| This includes a payment of 192,975 l. 13 s. 11 d. for the conveyance of mails by railway in previous years.

(signed) Charles Compton, Accountant-General.

RETURN of the PAYMENTS made by the Post Office during the Year ended the 5th day of January 1838, and each subsequent Year, for the Conveyance of the MAILS by Railway in the United Kingdom, distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years.

PAYMENTS made during the Year ended	For Work done within the Year.	For Work done in previous Years.	TOTAL PAYMENTS.*
	£. s. d.	£. s. d.	£. s. d.
5 January 1838 - - -	1,312 13 11	321 15 -	1,743 19 11
" 1839 - - -	12,623 1 10	240 10 5	13,007 13 9
" 1840 - - -	48,250 6 5	4,479 14 9	52,860 8 8
" 1841 - - -	51,317 19 2	483 7 6	52,362 18 6
" 1842 - - -	86,018 15 7	9,299 12 3	96,190 4 6
" 1843 - - -	75,558 6 8	2,511 18 11	78,464 13 8
" 1844 - - -	82,624 2 2	14,236 8 3	97,526 14 1
" 1845 - - -	63,221 15 3	28,087 19 3	92,493 16 10
" 1846 - - -	71,013 12 9	108,893 13 9	181,111 5 5
" 1847 - - -	75,615 11 -	33,850 3 2	110,430 19 4
" 1848 - - -	82,259 10 9	38,261 2 9	121,859 18 4
" 1849 - - -	120,855 2 -	196,086 5 1	318,631 7 6
" 1850 - - -	128,713 11 2	99,583 11 -	230,079 5 10 †
" 1851 - - -	206,357 2 6	192,975 13 11	400,964 3 1

* N.B.—This column includes certain sums (being the amounts paid by postmasters) which do not appear in the preceding columns, as the payments for these services cannot be distinguished; the amounts however are not large.

† In addition to this amount a sum of 25,000 l. was paid to the Chester and Holyhead Railway Company on account; but the portion for the work done in previous years cannot be distinguished, the rate of payment not having been fixed,

(signed) George Stow.

RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in the United Kingdom, during the Year ending the 5th January 1840, and each subsequent Year; the Returns being to a certain extent estimated as respects *England* up to the 5th April 1847, inclusive.

MONEY ORDERS ISSUED.

FOR THE YEARS ENDED	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January - 1840	142,723	240,063 5 4	30,015	47,295 8 4	16,183	25,765 19 4	188,921	313,124 13 -
" - - 1841	482,764	802,827 16 8	53,507	77,167 9 2	51,526	80,980 4 5	587,797	960,975 10 3
" - - 1842	1,290,115	2,657,969 4 3	125,170	215,382 12 8	137,560	254,155 13 4	1,552,845	3,127,507 10 3
" - - 1843	1,767,626	3,709,778 12 2	169,910	295,878 8 11	174,444	331,520 14 3	2,111,980	4,337,177 15 4
" - - 1844	2,086,009	4,369,344 4 10	208,179	358,884 5 3	207,335	384,612 7 1	2,501,523	5,112,840 17 2
" - - 1845	2,333,693	4,858,885 14 9	232,525	391,692 9 9	240,585	444,817 2 10	2,806,803	5,695,395 7 4
" - - 1846	2,627,443	5,463,453 10 7	258,144	435,330 17 3	290,539	514,576 13 4	3,176,126	6,413,361 1 2
" - - 1847	2,881,699	5,926,473 13 11	299,521	519,877 1 5	333,859	624,706 - 11	3,515,079	7,071,056 16 3
" - - 1848	3,286,375	6,600,658 - 2	343,156	585,454 15 10	401,654	717,064 7 9	4,031,185	7,903,177 3 9
" - - 1849	3,468,823	6,861,803 13 -	359,043	604,192 13 8	375,785	685,298 13 -	4,203,651	8,151,294 19 8
From 6 January to 31 Dec. 1849 -	3,515,839	6,880,865 11 2	358,578	592,504 14 3	374,474	679,273 12 1	4,248,891	8,152,643 17 6
From 1 January to 31 Dec. 1850 -	3,677,112	7,173,622 13 11	377,436	623,732 8 6	385,165	697,143 8 2	4,439,713	8,494,498 10 7

MONEY ORDERS PAID.

FOR THE YEARS ENDED	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
5 January - 1840	124,004	208,586 2 7	47,022	71,426 5 3	17,609	31,715 1 3	188,615	311,727 9 1
" - - 1841	429,600	739,963 18 2	89,388	120,950 11 7	50,900	83,372 17 3	569,888	944,287 7 -
" - - 1842	1,268,660	2,638,060 10 11	158,651	245,887 18 8	132,899	256,147 17 1	1,560,210	3,140,096 6 8
" - - 1843	1,734,423	3,687,458 10 10	191,172	297,156 12 1	179,301	348,993 9 -	2,104,896	4,333,608 11 11
" - - 1844	2,047,605	4,323,820 18 4	232,026	355,973 6 1	216,100	411,664 12 6	2,495,731	5,091,458 16 11
" - - 1845	2,271,979	4,822,208 2 5	263,070	398,061 4 11	247,070	469,821 11 5	2,782,119	5,690,090 18 9
" - - 1846	2,540,456	5,348,411 4 4	316,814	483,339 11 3	281,757	539,977 14 3	3,139,027	6,371,728 9 10
" - - 1847	2,798,682	5,816,084 12 7	395,014	611,320 - 8	316,107	616,692 10 3	3,509,803	7,044,097 3 6
" - - 1848	3,138,010	6,425,250 15 -	545,709	806,770 19 1	345,811	666,873 5 10	4,029,530	7,898,894 19 11
" - - 1849	3,384,088	6,816,573 10 1	470,842	665,523 8 10	348,508	670,389 10 8	4,203,438	8,152,486 9 7
From 6 January to 31 Dec. 1849 -	3,419,861	6,844,633 5 7	476,259	644,430 10 9	349,232	669,292 17 8	4,245,352	8,158,356 14 -
From 1 January to 31 Dec. 1850 -	3,559,900	7,098,429 7 2	503,980	681,943 4 9	367,355	702,682 9 11	4,431,235	8,483,055 1 10

The Commission on Money Orders was, on and from the 20th November 1840, reduced as follows:—

For any Sum not exceeding 2*l.* - - - - - from 6*d.* to 3*d.*
For any Sum above 2*l.* and not exceeding 5*l.* - - - from 1*s.* 6*d.* to 6*d.*

(signed) F. R. Jackson, President.

RETURN of the EXPENSE of the MONEY ORDER OFFICE, and the Amount received for Commission, during the Year ended the 31st December 1850.

EXPENSES of the Metropolitan and Country MONEY ORDER OFFICES.								Share of Expenses (a).				TOTALS.	
	Salaries and Allowances.	Compensations.	Taxes and Rates.	Repairs and Fittings.	Light.	Fuel.	Stationery and Printing.	Secretary's Clerks.	Accountant-General's Office.	Receiver-General's Office.	Solicitor's Expenses.		
England and Wales:	£.	£.	£.	£.	£.	£.	£. (b)	£.	£.	£.	£.	£.	£.
London { Chief Office	21,238	30	110 *	32	90 *	72	4,137	1,444	575 *	1,552 *	88 *	29,368	
London { Branch Offices	1,878	-	-	-	-	-	-	-	-	-	-	1,878	
London Receivers -	4,231	-	-	-	-	-	-	-	-	-	-	4,231	
Country Offices -	20,504	321	-	-	-	-	-	-	-	-	-	20,825	
TOTALS - - £.	47,851	351	110	32	90	72	4,137	1,444	575	1,552	88	-	56,302
Ireland:													
Dublin Office -	4,166	419	-	62	2	14	-	140 *	100 *	90 *	148	5,141	
Country Offices -	2,852	6	-	-	-	-	-	-	-	-	-	2,858	
TOTALS - - £.	7,018	425	-	62	2	14	-	140	100	90	148	-	7,999
Scotland:													
Edinburgh Office -	2,972	43	-	29	5 *	10 *	199	70	116 *	261 *	65	3,770	
Country Offices -	2,506	-	-	-	-	-	-	-	-	-	-	2,506	
TOTALS - - £.	5,478	43	-	29	5	10	199	70	116	261	65	-	6,276
United Kingdom £.	60,347	819	110	123	97	96	4,336	1,654	791	1,903	301	-	70,577

* Expenses marked thus are estimated.

(a) The following expenses are omitted in this Return, viz., expenses of general superintendence by the Postmaster-general and secretaries; expenses of surveyors, and (except those of prosecutions) of the solicitor for England; rent or cost of erecting Money Order Offices, or interest thereon, and postage of Money Order Advices, &c.

(b) A small part only of the expense of stationery enters into the account of Post Office expenditure, but the whole expense is given in this Return.

(c) Taken at the estimate for the year 1847, with the additional allowances at the rate of 4*l.* a thousand to certain country offices in England and Wales.

AMOUNT OF COMMISSION.

England and Wales:	
Chief and other offices within the Three-mile Circle	£. 9,176
Country offices	52,289
TOTAL for ENGLAND and WALES	£. 61,465
Ireland	6,013
Scotland (including 50 <i>l.</i> interest on the Bank account)	6,385
TOTAL for the UNITED KINGDOM	£. 73,813

(signed) Rowland Hill,

POST OFFICE.

RETURNS of the Number of Chargeable Letters delivered in the United Kingdom, in the Year ending 5 December 1839, with the Number of FRANKS; of the Gross and Net Post OFFICE REVENUE, and Payments made for the Conveyance of Mails by Railway, for the Year ending 5 January 1838; and of the Number and Amount of MONEY ORDERS Issued and Paid in each Year, beginning with 1839, with Expense of MONEY ORDER OFFICE in the Year 1850.

(*Mr. Charles Villiers.*)

*Ordered, by The House of Commons, to be Printed,
23 July 1851.*

POST OFFICE.

RETURN to an Order of the Honourable the House of Commons,
dated 30 June 1851;—for,

RETURNS (so far as can be furnished by this Department) “of the Separate Number of LETTERS, PACKETS, or PARCELS (Newspapers excepted), returned to the DEAD LETTER DEPARTMENT of the GENERAL POST OFFICE, from the 5th day of January 1849 to the 5th day of January 1851, distinguishing those received from Foreign Stations and Country Postmasters, from Inland Carriers in *London*, and from *London* District Carriers:”

“Of the Total, and, if possible, the Separate Number finally undelivered during that Period:”

“Of the Separate Amount in Cash and Bills, and the Sum realized by the Sale of Property other than Money found in such Letters, &c., and the estimated Value of any undisposed of:”

“Of the Time limited previous to the Forfeiture of Returned Letters, how soon after Forfeiture, and in what Manner, the Property contained in them is sold, and to what Purpose the Proceeds are applied:”

“Whether any other Public Means is adopted by which such Letters may be traced, further than by the written Papers affixed to Boards, and exhibited in the Hall at *St. Martin's-le-Grand*, and do those Papers contain an entire List of those deemed of sufficient Importance to receive Publicity:”

“And, whether it is intended to adopt any Plan for giving more Publicity than at present to Returned and Dead Letters, so that the Public may have greater Facility in Tracing them.”

General Post Office, }
4 August 1851. }

W. L. MABERLY, Secretary.

(*Sir William Clay.*)

Ordered, by The House of Commons, to be Printed,
8 August 1851.

RETURN of the Separate Number of **LETTERS, PACKETS, or PARCELS** (Newspapers excepted), returned to the **DEAD LETTER DEPARTMENT** of the **GENERAL POST OFFICE**, from the 5th day of January 1849, distinguishing those received from Foreign Stations and Country Postmasters, from Inland Carriers in *London*, and from *London* District Carriers.

Cannot be given.

TOTAL, and, if possible, the **SEPARATE NUMBER** finally undelivered during that Period.

Cannot be given.

SEPARATE AMOUNT in **CASH** and **BILLS**, and the Sum realized for the Sale of Property other than Money found in such Letters, &c., and the Estimated Value of any undisposed of.

Cash, including Bank Notes found in all Letters returned to the Dead Letter Office.	Bills, including Cheques, Notes of Hand, Money Orders, &c., found in such Letters.	Sum realized by the Sale of Property other than Money found in such Letters.	Estimated Value of any Undisposed of,
£. s. d. 18,870 10 4 *	£. s. d. 1,226,282 18 1 *	- - Nil - -	Cannot be given.

* *Note*.—Nearly the whole of the above was delivered to the writers.

TIME limited previous to the Forfeiture of **RETURNED LETTERS**, how soon after Forfeiture, and in what Manner the Property contained in them is sold, and to what Purpose the Proceeds are applied.

No letters are forfeited; if all methods taken to effect the delivery of letters fail, they are brought back, opened, and returned to the writers. Letters refused by the writers, and those for which no owners can be found, are destroyed for the want of space to preserve them.

Dead letters from foreign countries, with which the General Post Office exchanges such letters, are sent back to the country from which they are received, in order that they may be restored to the writers, and that the postage due to the British Post Office may be repaid.

Letters, however, containing cash are never destroyed, but the amount, when the writer cannot be found, is paid into the revenue at the expiration of three years. A registry and index are kept of the letters and their contents, which are restored to any claimants proving themselves to be entitled to them. Dead letters containing bills and property other than money are kept three years; at the expiration of that period they are destroyed, and the property is sent to an auctioneer and sold by public auction. The proceeds are paid to the account of the revenue.

WHETHER any other Public Means is adopted by which such Letters may be traced, further than by the written Papers affixed to Boards, and exhibited in the Hall at *St. Martin's-le-Grand*, and do these Papers contain an entire List of those deemed of sufficient Importance to receive Publicity.

No such means are adopted. Lists are kept of letters containing cash, bills, and property other than money.

WHETHER it is intended to adopt any Plan for giving more Publicity than at present to Returned and Dead Letters, so that the Public may have greater Facility in Tracing them.

It is not intended to adopt any fresh plan with regard to these letters.

Dead-Letter Office, }
19 July 1851. }

(signed) *Fred^k Tillyard*,
Inspector of Dead Letters.

POST OFFICE.

RETURN (so far as can be furnished by this Department) of the Separate Number of LETTERS, PACKETS, or PARCELS (Newspapers excepted), returned to the DEAD LETTER DEPARTMENT of the GENERAL POST OFFICE, from 5 January 1849 to 5 January 1861, &c.

(*Sir William Clay.*)

*Ordered, by The House of Commons, to be Printed,
8 August 1861.*

691.

Under 1 oz.

POSTAGE STAMPS.

RETURN to an Order of the Honourable The House of Commons,
dated 20 June 1851 ;—*for*,

COPY “ of a LETTER addressed to the Commissioners of Inland Revenue on the 25th day of October 1847, by the Patentee, offering to construct a PERFORATING MACHINE for them upon the understanding that he was not to be paid for the same, or to be compensated for his Invention, unless the Plan was approved of by the Public ; also, Copy of the Commissioners’ REPLY, directing him to construct Two Machines for them on the Terms proposed by him ; together with Copies of all LETTERS and MEMORIALS between the Treasury, the Commissioners of Inland Revenue, the Postmaster-General, and the Patentee, in the years 1847, 1848, 1849, 1850, and 1851, in reference to the Utility of the Machine, the Efficiency, Construction, or Cost of the PERFORATING MACHINE furnished by the Patentee, or in respect to the Amount of Compensation that should be awarded to him ; also, Copy of any PROPOSAL from the Patentee to the Lords of the Treasury, or the Commissioners of Inland Revenue, offering, in conjunction with an eminent Engraver, to engrave, print, gum, and perforate the Postage Label Sheets for 2,000*l.* a year less than what is now paid for engraving, printing, and gumming only ; together with Copies of all CORRESPONDENCE on the subject : ”

“ And, of AGREEMENTS entered into between the Commissioners of Inland Revenue and Messrs. *Bacon & Petch*, for engraving, printing, and gumming the POSTAGE LABELS, in the years 1843 and 1851.”

(*Mr. Muntz.*)

Ordered, by The House of Commons, to be Printed,
24 July 1851.

COPIES of all LETTERS, MEMORIALS, &c. between the Lords of the Treasury the General Post-office, and Mr. *Archer* and the Commissioners of Inland Revenue, in the years 1847, 1848, 1849, 1850, and 1851, relative to the CONSTRUCTION of a MACHINE by Mr. *Archer* for PERFORATING Sheets of POSTAGE LABEL STAMPS, and the Amount of Compensation awarded to him for the same; also, Copies of CORRESPONDENCE between the Commissioners of Inland Revenue and Mr. *Archer*, on the proposal of the latter to contract for the printing, gumming, &c. of the LABEL POSTAGE STAMPS; also Copies of the AGREEMENTS entered into between the Commissioners of Inland Revenue, and Messrs. *Bacon & Petch*, for Engraving, &c. the Label Stamps.

Inland Revenue, Somerset House, }
14 July 1851.

THOMAS KEOGH.

LETTER from Secretary of General Post Office to Secretary of Stamps and Taxes.

Sir,

General Post Office, 22 October 1847.

I AM directed by the Postmaster-general to transmit to you for the information of the Commissioners of Stamps, copy of a Report from the Superintending Presidents of the "Inland" and "London District Post Offices," on the subject of an invention for separating postage stamps, which has been submitted to this department by Mr. *Archer*, of No. 10, Shaftesbury-crescent.

C. Pressly, Esq., &c. &c.
Office of Stamps and Taxes.

I have, &c.
(signed) *John Ramsey*,
Pro. Sec.

Referred to above.

THE machine appears to be a very clever and useful invention.

We are thoroughly convinced that postage stamps separated by it, having jagged edges, will adhere to letters far better than those cut from the sheet by knives or scissors.

We submit it is most desirable that the invention be recommended to the notice of the Commissioners of Stamps.

Inland Office, 14 October 1847.

(signed) *W. Bokenham*.
R. Smith.

Mr. *Henry Archer* to the Secretary of Stamps and Taxes.

10, Shaftesbury-crescent, Eccleston-square,
25 October 1847.

Sir,

THE Post Office stamps having to be detached, either by cutting or tearing them from each other, great inconvenience is felt, particularly by those of extensive correspondence. The postmasters of the principal receiving houses are also greatly inconvenienced by the additional trouble which is entailed upon them by the present mode of detaching the stamps, especially during the last hour for posting letters intended to be despatched by the evening mail, and also at the period when an additional stamp (which cannot be obtained at the branch offices after 5½ o'clock, where letters after that time must be posted) is required to be placed upon them. For instance: a postmaster, after disposing of, say a shilling's worth of stamps, is frequently called upon by the purchaser to cut them off one by one, for the purpose of attaching them to letters intended to be posted in his office, or if too late there, at the General Post Office, or one of the branches, as extra-stamped letters; so that at the period of the day that the press of official business demands their exclusive attention, postmasters to their great

great annoyance are continually importuned by persons requiring their stamps to be cut: indeed, it not unfrequently happens that the hour for closing the letter-box arrives before many of those who are waiting for their turn can be served. To provide, therefore, a remedy for the inconvenience thus experienced, I have invented a plan, which, by the aid of a machine that can be worked by two boys, more than treble the number of stamp sheets that is now annually sold to the public may be so minutely indented in the direction of the white lines as to allow the stamp to be instantly detached from the sheet without the operation of cutting. Persons who are near-sighted or unsteady in the hand find it very difficult to detach the stamps at present, but even the most expert hand cannot cut with a pair of scissors a sheet of stamps in less time than a quarter of an hour. Perfect too in every respect, or in other words, no way mutilated or disfigured, like most of the stamps that are now torn from each other. The contrivance will also enable purchasers to fold a sheet of stamps, or any less quantity, with unerring regularity, and in one-tenth of the time that is at present consumed in the operation; in a manner, moreover, that will render them peculiarly convenient both for the pocket and use, inasmuch as a sheet in the first instance may be readily folded or plaited like a paper fan, and then doubled up like a map; whereas, to fold one of the present sheets into a portable form requires considerable care and patience; and even then, before one quarter of the sheet is folded, the crease, instead of being in the direction of the white line, has to be formed along the centre of the heads, whereby the folding, instead of serving to facilitate the operation of cutting, is found to increase the difficulty. Indeed, the proposed plan offers such facility for folding any quantity of stamps in the most convenient form, it is not improbable that retailers for the sake of their own interest and convenience will be induced to supply them to the public ready folded. Again, it is well known that these creases, and also the curls which is produced upon the stamps by keeping them in a loose or rolled state, tend very much to prevent them adhering on the letters. The proposed plan, however, will not only secure that the stamps shall be folded in the direction of the white line, but in a manner that will effectually prevent them from curling. Again, the rough or dental edges which it will give to the stamps will render them, after they shall have been attached to the letters, less liable to be removed, either by hand or otherwise.

It is also, I submit, reasonable to expect that the increased facilities to which I have referred would tend very much to diminish the practice of paying the postage, and which I understand entails upon the Post Office very considerable trouble and expense. I beg to add that I have lately submitted the plan to the consideration of the Postmaster-general, who has been pleased to refer it to the practical department of the Post Office, with a view of ascertaining whether its advantages are of a sufficient importance in a public point of view as to justify his Lordship recommending it to the consideration of Her Majesty's Commissioners of Stamps. As I have since been officially informed that the department referred to has reported in favour of the plan, and that his Lordship, in consequence thereof, intends to take the earliest opportunity of communicating with the Commissioners on the subject, I, with the view of affording them the fullest information, have deemed it advisable shortly to explain to them the nature of the invention, and how far and in what way it is likely to prove advantageous to the public, and at the same time to add, that so fully confident am I, that if the plan shall be adopted, it will essentially contribute to the efficient working of the postage-stamp system, and prove moreover a great convenience to the public, that I am willing my claims for compensation shall be contingent upon the complete success of the plan, or when it shall have received the unqualified approbation of the public, the Postmaster-general, and Her Majesty's Commissioners of Stamps.

I am also willing to furnish the machine on the understanding I am not to be repaid the money it has cost me until the plan shall have succeeded.

In order the more fully to illustrate the practical advantages of the invention, I beg to inform you the accompanying stamps have passed through the machine.

Charles Pressly, Esq.
&c. &c. &c.

I have, &c.
(signed) *Henry Archer.*

REPORT of the Board of Stamps and Taxes to the Lords of the Treasury.

May it please your Lordships,

WE beg to bring under your Lordships' notice the annexed copy of a letter which we have received from Mr. Henry Archer, of 10, Shaftesbury Crescent, respecting a plan which he has invented for separating the adhesive postage stamps by the use of a machine.

Mr. Archer has submitted this invention to the department of the General Post Office, and we have received by the direction of the Postmaster-general copy of the Report from the superintending presidents of the "Inland" and "London District" Post Offices, in recommendation of the same. We annex a copy of that Report.

The superintendent of postage stamps in this office has also examined the drawings of the proposed machines, and their effect in the separation and folding of the label stamps, which will in his opinion effect the object intended. The plan consists in the piercing of the portions of the paper intervening between the labels, in such manner as to admit of their being detached singly without the use of knife or scissors, and likewise to facilitate the convenient folding of the sheets without creasing the stamps.

There can be no doubt that if the sheets before being issued to the public were punctured in the manner proposed, by the contractors who print and gum the stamps, that they would be in a more convenient state for use and carriage than they now are.

We submit a specimen of the way in which they may be folded and carried, left here by Mr. Archer.

The additional expense which this process, if undertaken by the contractor, will entail upon the revenue, will we are informed be but trifling, and is not likely to exceed 50*l.* per annum.

As the adoption of this suggestion is recommended by the officers employed in this department, and the General Post Office, as likely to promote the use of the label stamps, we deem it proper to submit the matter for your Lordships' judgment, as all the arrangements with regard to these stamps have been made under your Lordships' immediate directions.

We have, &c.
(signed) *H. L. Wickham.*
J. Thornton.
H. S. Montagu.

18 December 1847.

Sir *C. E. Trevelyan* to the Commissioners of Stamps and Taxes.

Gentlemen,

Treasury Chambers, 7 January 1848.

THE Lords Commissioners of Her Majesty's Treasury have had under their consideration your memorial, dated 18th ultimo, enclosing copy of a letter which you have received from Mr. Henry Archer, respecting a plan which he has invented for separating the adhesive postage stamps by the use of a machine.

I am commanded to acquaint you that their Lordships approve of the circulation of the postage stamps in question.

I am, &c.
(signed) *C. E. Trevelyan.*

The Board of Stamps and Taxes to Messrs. *Bacon & Petch*.

Gentlemen,

Stamps and Taxes, Somerset House,
17 January 1848.

THE Board having been authorised by the Treasury to bring into operation the machine invented by Mr. Henry Archer, for separating the adhesive postage stamps, in which you have been consulted, and understanding that you are willing to work the machine and charge the Office only with the expense of such working, which they are informed will not exceed 50*l.* per annum,

annum, I am directed to authorise you to receive from Mr. Archer the machines when they are completed, and to bring them into use without delay, under the general direction of Mr. Edwin Hill.

Messrs. Bacon & Petch,
Fleet-street.

I am, &c.
(signed) *Thomas Keogh.*

The Secretary of Stamps and Taxes to *Henry Archer, Esq.*

Stamps and Taxes, Somerset House,
17 January 1848.

Sir,

THE Board having had before them your letter of the 28th October, relative to the machine you have invented for separating postage labels;

I am directed to acquaint you that they have been authorised by the Treasury to give a trial to that plan as an experimental measure.

By your letter above mentioned, you stated that you were prepared to supply the machines for the experiment with the understanding that you were not to be repaid the cost of them until the plan is brought into successful operation, and I am to express the acquiescence of the Board in this arrangement.

The machines when completed may be sent to Messrs. Bacon & Petch, of Fleet-street, who have received the Board's instructions in this matter.

I am, &c.
(signed) *Thomas Keogh.*
Henry Archer, Esq.
10, Shaftesbury Crescent, Eccleston-square.

Mr. Henry Archer to Thomas Keogh, Esq.

Sir,

10, Shaftesbury Crescent, 17 January 1848.

I HAD the honour to receive your letter of this date, informing me that the Commissioners of Stamps had been authorised by the Treasury to give a trial to my plan for separating postage labels, and requiring me at the same time to furnish the machines for the experiment, on the understanding, as expressed in my letter of the 28th October last, that I was not to be repaid the cost of them until the plan was brought into successful operation.

In reply, I deem it right to observe that in my letter referred to I proposed to furnish but one machine, being fully persuaded that one would, upon trial, be found sufficient. As, however, the practical department of the Stamp Office is of opinion that two machines will be necessary, I have directed Messrs. Smith & English, the eminent mechanical engineers, to construct them at my expense with all convenient speed, and to forward the same, when completed, to Messrs. Perkins & Bacon, according to your directions.

I have, &c.
(signed) *Henry Archer.*
Thomas Keogh, Esq.
&c. &c. &c.

The Secretary of Stamps and Taxes to *Henry Archer, Esq.*

Stamps and Taxes, Somerset House,
20 January 1848.

Sir,

HAVING laid before the Board your letter of the 17th inst., I am directed to acquaint you that they concur in the course which you have taken; but that in order to ensure the completeness of the second machine for the purpose in view, it is desirable that you shall communicate with Mr. Edwin Hill, and also that the machinist employed should distinctly understand the precise purposes to which each machine is to be applied.

I am, &c.
(signed) *Thomas Keogh.*
Henry Archer, Esq.
10, Shaftesbury-crescent, Eccleston-square.

Mr. Henry Archer to the Board of Stamps and Taxes.

37, Great George-street, Westminster,
26 November 1848.

Sir,

IN reference to the communication I made to the Commissioners about a year ago, respecting a plan which I had invented for detaching the postage letter stamps, I beg to inform you that I had two different machines made by different parties, to carry out the plan which I then proposed; but finding that neither of them realised my expectations, I had a new machine made upon a totally different principle, which, I am happy to say, has succeeded beyond my most sanguine expectations.

I have taken out a patent to secure my invention; but as my wish is that Ireland should reap the entire advantage of it, I feel persuaded that Her Majesty's Government will not hesitate to accede to the terms which it is my intention to propose as soon as the Commissioners are satisfied that the machine I have had constructed will answer the purpose.

Thomas Keogh, Esq.
&c. &c. &c.

I have, &c.
(signed) *Henry Archer.*

The Secretary of Stamps and Taxes to Henry Archer, Esq.

Stamps and Taxes, Somerset House,
6 December 1848.

Sir,

WITH reference to your letter of the 26th ultimo, I have to acquaint you that Messrs. Bacon & Petch, of Fleet-street, have been instructed to receive the machines prepared by you for separating postage labels, and to put these machines into use, so as to ascertain whether or not they will fully answer the purpose designed.

Henry Archer, Esq.
37, Great George-street, Westminster.

I am, &c.
(signed) *Thomas Keogh.*

Mr. Henry Archer to the Secretary of Stamps and Taxes.

Sir,

37, Great George-street, 7 December 1848.

IN reply to your communication of the 6th instant, I beg to inform you that I have directed the machine prepared by me for separating postage labels to be forwarded to Messrs. Bacon & Petch, as I consider it but fair and reasonable that the Commissioners should have ample opportunity of ascertaining whether or not it will fully answer the purpose designed.

Thomas Keogh, Esq.
&c. &c. &c.

I have, &c.
(signed) *Henry Archer.*

Board of Inland Revenue to the Lords of the Treasury.

Inland Revenue, 21 August, 1849.

May it please your Lordships,

WE have had the honour to receive your Lordships' reference, dated 31st ultimo, of the annexed letter from Mr. Henry Archer, of 37, Great George-street, Westminster, relative to a machine which he has invented for perforating sheets of paper for the purposes of the postage label stamps.

We beg to state that in pursuance of your Lordships' directions, conveyed to us by Sir C. E. Trevelyan's letter dated 7th January 1848, we proposed to Mr. Archer that a trial should be made of his invention, on the completion of some improvements in the machine which he intended to use, which improvements he himself considered necessary for giving it complete effect. At the close of the last month the machine, as then completed, was accordingly tried; but it was

found

found that in the state in which it then was, it could not be applied to use. The machine is now in the hands of the machine-maker employed by Mr. Archer, who is endeavouring to surmount the difficulties as to its practical application to the object in view. Mr. Archer's letter to your Lordships is therefore premature, and we are at present unable to state whether or not the invention can be made available for the desired object.

We have, &c.
(signed) *J. Thornton.*
C. J. Herries.
C. Pressly.

REPORT of the Board of Inland Revenue to the Lords of the Treasury.

Inland Revenue, 16 May 1850.

May it please your Lordships,

By Sir Charles Trevelyan's letter of the 7th January 1848, your Lordships' approval was conveyed to us for the adoption of a plan for the division of the sheets of postage label stamps, according to a plan explained in our Report dated 18th December 1847, the invention of Mr. Henry Archer, of Shaftesbury Crescent.

Since our Report to your Lordships of the 21st August last, on a memorial from Mr. Archer on the subject of his invention, he has, after several alterations, rendered it fit for use, and it is now about to be brought into work at this department.

We have, &c.
(signed) *J. Thornton.*
C. P. Rushworth.
A. Montgomery.

The Right Honourable *W. G. Hayter* to the Commissioners of Inland Revenue.

Gentlemen,

Treasury Chambers, 25 June 1850.

WITH reference to your Report of the 16th ultimo, stating that the invention of Mr. Henry Archer, for the division of the sheets of postage label stamps, is now about to be adopted by your department ;

I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to my Lords what remuneration, if any, Mr. Archer is, in your opinion, entitled to claim on account of his invention.

I am, &c.
(signed) *W. G. Hayter.*

REPORT of the Board of Inland Revenue to the Lords of the Treasury.

Inland Revenue, 27 August 1850.

May it please your Lordships,

WE have had the honour to receive Mr. Hayter's letter of the 25th June last, referring to our Report of the 16th May, stating that the invention of Mr. Henry Archer, for the division of the sheets of postage label stamps, was about to be adopted by this department, and desiring that we should report what remuneration, if any, Mr. Archer is entitled to claim on account of such invention.

We beg leave to state that we find it very difficult to form any satisfactory estimate of the amount of pecuniary reward which it may be just and reasonable to grant to Mr. Archer for this invention, as measured by any positive advantage which may arise to the revenue from its adoption. In the consideration of the subject, doubts have been suggested whether any materially useful purpose will be accomplished by the introduction of the plan ; but we must observe, that the invention was originally communicated to us by the Post Office, accompanied by a report from one of the principal officers of that department, recommending it as one likely to conduce to various beneficial results ; and that the experienced officer of this department, to whom the superintendence of the manufacture of postage stamps is entrusted, concurred in that opinion, and thought that it would be very desirable to apply it to the label

stamps, if the machine could be brought to a degree of perfection which would render it capable of being worked with certainty and effect, which it was far from being when it was first exhibited here. Since that time Mr. Archer has devoted much pains and labour, and incurred considerable expense, in the trial of a succession of experiments for the purpose of obviating the mechanical difficulties that were found to exist, and which, if they had not been surmounted, would have left the contrivance unavailable for actual use. He has at length overcome these difficulties, so as to present the machine in complete working order.

The value of the invention may be considered in two lights: first, as it relates to the advantage of the revenue; and, secondly, as it tends to promote the convenience of the public. On the former point it is to be observed that a large proportion of the revenue of the Post Office is still received in the form of money payments, which involve much trouble and expense in the collection. Anything, therefore, that tends to increase the use of stamps is valuable as a step towards the abolition of payments in money. There can also be little doubt that there will be an additional security against forgery by reason of this contrivance, inasmuch as the accurate perforation of counterfeit sheets would be a work of great difficulty, and sheets not accurately perforated would at once excite suspicion if offered for sale.

The convenience to the public consists in the readiness with which sheets, or portions of sheets, can be folded into convenient shapes and carried about without creasing the stamps; the readiness with which the stamps can be detached without the use of cutting instruments; and their superior adhesiveness, from the jagged edges not being so liable to be detached by the curling up of the stamp as the smooth edge is found to be. These considerations are regarded as likely to lead to an increased use of the stamps, and are, therefore, not only applicable to the second point of the public convenience, but also the first, as having a tendency to decrease the charge of collection, which results from payments of postage in money.

The foregoing are the grounds on which the plan has been adopted, and the advantages which are expected to result from it.

It remains for us to state what occurs to us with regard to a reward to Mr. Archer.

In the first place, it seems to us that the reasonable outlay incurred by Mr. Archer in the construction of the machine should be repaid; and the remaining point is, what sum should be awarded to him for the invention? We are informed that a second machine of the kind, with its appendages, might be constructed for about 200*l.*; but as it is well known that a first machine, wherein everything has to be originated, is vastly more expensive than one which is a mere copy of others previously constructed, we think that in fairness at least 100*l.* ought to be added on that score.

It should be observed, that the machine is made upon a different and more expensive plan, and will be more expensive to work, than the machines first proposed; the change having been made chiefly in consequence of great practical difficulties attending the first plan, but partly also in consideration of the very superior effect producible by a machine of the present construction.

Finally, with regard to the amount which may be justly awarded for the invention itself, we confess that we have some difficulty in arriving at a very satisfactory conclusion. The perforating process was well known, and therefore this particular application of it is all in the way of invention to which Mr. Archer can lay claim. But considering that he has been about three years engaged more or less in the effort to bring the invention to perfection, we think that a sum of 300*l.*, besides the 300*l.* for the machine itself, may be a fair and moderate compensation. As, however, this is a matter which more immediately pertains to the department of the Post Office, out of the revenue of which any payment will be made, we submit that, in coming to a decision on the subject, your Lordships should have the benefit of the opinion and advice of the Postmaster-general.

We have, &c.
(signed) *J. Thornton.*
C. P. Rushworth.
C. Pressly.

LETTER of *S. M. Leake*, Esq., to the Commissioners of Inland Revenue.

Gentlemen, Treasury Chambers, 27 September 1850.

WITH reference to your Report of the 27th ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have communicated with the Postmaster-General on the subject of the remuneration to be awarded to Mr. Archer for his invention for perforating postage label stamps, and that my Lords are of opinion that a sum of 200*l.* (in addition to the purchase-money for the machine, viz. 300*l.*) will be sufficient remuneration to the inventor.

My Lords have accordingly given directions for the payment of these two sums out of the Post Office revenue.

I am, &c.
(signed) *S. M. Leake*.

To the Commissioners of Inland Revenue,
Somerset House.

LETTER of Sir *C. E. Trevelyan* to the Commissioners of Inland Revenue.

Gentlemen, Treasury Chambers, 8 October 1850.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a letter from Mr. Henry Archer, dated 30th ultimo, complaining of the inadequate compensation paid to him for his machine for punching postage label sheets, together with its enclosure, and I am to desire that you will place yourselves in communication with the Postmaster-General on the subject of Mr. Archer's complaint.

I am, &c.
(signed) *C. E. Trevelyan*.

To the Commissioners of
Inland Revenue, Somerset House.

The Secretary to the General Post-Office to the Commissioners of Inland Revenue.

Gentlemen, General Post-Office, 29 October 1850.

WITH reference to the Treasury letter of the 8th instant, directing the Commissioners of Inland Revenue to place themselves in communication with the Postmaster-General on the subject of Mr. Archer's complaint of the inadequate compensation paid to him for his machine for punching postage label stamps, I am directed by his Lordship to inform you that he considers the amount of remuneration awarded by the Treasury for the invention of the machine, namely 200*l.*, amply sufficient.

With regard to reimbursing Mr. Archer the cost of the machine itself, in addition to the sum of 200 *l.* above mentioned, assuming that an understanding existed with respect to the construction of and alterations made in the invention, his Lordship conceives Mr. Archer has a fair claim to be indemnified for the outlay he has incurred; at the same time I am desired to point out that this department has no means of arriving at any just conclusion as to the amount of these expenses.

I have, &c.
(signed) *W. L. Maberly*.

The Secretary of Inland Revenue to Lieutenant-colonel *Maberly*.

Inland Revenue, Somerset House,
5 November 1850.

Sir,
I HAVE laid before the Board your letter of the 29th ultimo, relative to the compensation to Mr. Archer for his machine for puncturing postage label stamps.

I am directed to observe that, in reporting to the Treasury what occurred to the Board on the consideration of this matter, they set down as the cost of the machine 200 *l.*, the amount for which one of a similar description could be now constructed, and 100 *l.* as a requital for the expense of various alterations

which were made after the first machine had been tried, and found liable to objection.

It is manifest that a new contrivance must be more expensive than a machine made after a model. The Board were informed that the actual expenses amounted to more than 300*l.*, but that their precise amount could not be stated, as Mr. Archer had paid some of the charges of the persons employed, but disputed others. Considering, however, that the expense of these alterations was in some degree attributable to the original defects of the contrivance, the Board regarded a portion of them as properly referable to the reward for the invention itself, and in suggesting the sum of 300*l.* as a suitable reward, the Board treated as an element of it some portion of that expense. As, however, the Postmaster-General considers that 200 *l.* is a just amount of reward for the invention, it might be a solution of the difficulty in this case if the additional 100 *l.* were allowed on the score of expenses.

The Board have reason to believe that if both the sums suggested in their Report were awarded to Mr. Archer, he would be very slightly, if at all, a gainer by the transaction.

The foregoing are all the observations which the Board have to make on this subject.

Lieutenant-colonel Maberly,
General Post-Office.

I have, &c.
(signed) *Thomas Keogh.*

The Secretary to the General Post-Office to the Secretary of Inland Revenue.

Sir,

General Post-Office, 14 November 1850.

WITH reference to your letter of the 5th instant, I am directed by the Postmaster-General to acquaint you for the information of the Commissioners of Inland Revenue, that his Lordship concurs in the proposition of that Board to allow Mr. Archer a further sum of 100 *l.*, in addition to the amount already granted him by the Treasury, to indemnify him for the expenses he has incurred in the construction and modification of his machine for punching postage label stamps.

Thomas Keogh, Esq.
&c. &c. &c.

I have, &c.
(signed) *W. L. Maberly.*

REPORT of the Board of Inland Revenue to the Lords of the Treasury.

Inland Revenue, 24 December 1850.

May it please your Lordships,

WE have received Sir Charles Trevelyan's letter of 8th October last, enclosing a letter from Mr. Henry Archer, complaining of the inadequate compensation awarded to him for puncturing postage label stamps, and desiring us to communicate with the Postmaster-General on the subject.

In our report to your Lordships of the 27th of August last, we recommended that Mr. Archer should be paid 300 *l.* for the invention of the machine, and the like sum to reimburse him the costs of its construction. It appears that the Postmaster-General did not concur in that recommendation, considering 200 *l.* sufficient for the invention, and that therefore the sum of 500 *l.* was awarded by your Lordships to Mr. Archer.

We have in pursuance of the directions conveyed by Sir C. E. Trevelyan's letter, communicated with the authorities at the Post-Office on the subject, and having explained fully the grounds on which our recommendation was made, we have received a letter from Lieutenant-Colonel Maberly stating that the Postmaster-General now concurs in our proposal, that the 100 *l.* objected to on the score of the invention, may be added to the sum of 300 *l.* awarded for the expenses; so that the whole sum payable will be 600 *l.*, as originally recommended by us.

We would submit that, on payment of the sum in question, separate receipts should be taken from Mr. Archer; one for 400*l.*, as the costs and charges for the machine, and the other in 200*l.*, as a reward for the invention. This suggestion we are induced to make, because we are aware that Mr. Archer is dissatisfied with the amount awarded under each head, and we think it desirable that future discussions with him should be avoided.

We have, &c.,
(signed) *J. Thornton.*
C. P. Rushworth.
A. Montgomery.

LETTER of *G. C. Lewis, Esq.*, to the Commissioners of Inland Revenue.

Gentlemen, Treasury Chambers, 17 January 1851.
WITH reference to your Report of the 24th ultimo, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that their Lordships having reconsidered the claim of Mr. Archer on account of the expenses incurred by him in his invention of a machine for perforating the postage label stamps, have been pleased to award to him a further sum of 100*l.* for the purchase of the machine; and their Lordships have accordingly authorised the Postmaster-General to pay to Mr. Archer the sum of 400*l.*, in lieu of the sum of 300*l.*, as before directed.

I am, &c.,
(signed) *G. Cornwall Lewis.*

The Commissioners of Inland Revenue,
Somerset House.

LETTER of Mr. *Henry Archer* to *Thomas Keogh, Esq.*

Upper Eccleston-place, Eccleston-square,
26 March 1851.

Sir,

As the sum which has been awarded to me for the cost of the perforating machine and the purchase of my patent right is wholly inadequate to defray the mere outlay incurred by me on account of the former, I have written to the Treasury, declining to accept the offer.

I therefore now beg leave to inform you, that I am prepared, in conjunction with Mr. Branston, the eminent engraver, to enter into a contract, not only for perforating, but for engraving, printing, and gumming the postage label sheets in a manner very superior to the present, for 1*l.* 15*s.* a thousand less than what is now paid to Messrs. Bacon and Petch for engraving, printing, and gumming only; so that should the Commissioners be pleased to enter into this contract, they would not only effect a saving of 2,000*l.* a year to the Post Office, but be enabled to give the benefit of the perforating invention, free of cost, to the public; the operation to be performed at Somerset House or the Post Office, or whatever place the Commissioners may consider will afford the greatest security to the revenue.

I beg also to state that Mr. Branston and myself are prepared to offer unexceptionable security for the due performance of the contract.

I have, &c.,
(signed) *Henry Archer.*

Thos. Keogh, Esq.

LETTER of Board of Inland Revenue to Mr. *Henry Archer*, in reply.

Inland Revenue, Somerset House,
8 April 1851.

Sir,

WITH reference to your letter of the 26th ultimo, in which you offer, in conjunction with Mr. Branston, to print, gum, and perforate the whole of the postage label stamps upon terms which, you state, will effect a considerable saving to the Post Office. I have to observe that it does not appear upon the

If you and Mr. Branston desire to obtain full information in these respects, you may do so by application at this office; and should you and he afterwards have any proposal to make, such proposal will be duly considered by the Board.

Mr. Henry Archer,
Upper Eccleston-place, Eccleston-square.

I am, &c.,
(signed) *Thos. Keogh.*

LETTER of Mr. *Henry Archer* to *Thomas Keogh, Esq.*, in reply.

Sir,

24, Upper Eccleston-place, 30 April 1851.

HAVING availed myself of the permission conveyed to me in your letter of the 8th instant, I lately called at the office of the solicitor of Inland Revenue, and obtained from him every information both in respect to the terms at present paid for engraving, printing, and gumming the postage labels, and the nature of the securities which are deemed necessary in order to prevent fraud.

I now beg to propose to undertake, in conjunction with Mr. Branston, who for many years held the appointment of engraver to the late Commissioners of Excise, to engrave, print, gum, and perforate the sheets of postage labels, and to find and prepare all the necessary printing machinery, plates, and apparatus, and also all perforating machines that may be required (except the present), for the sum of fourpence-halfpenny for every thousand stamps. I beg further to state that Mr. Branston and myself are prepared to give the usual security for the due performance of the contract, and to conform to the existing mode of keeping and using the plates, or to any other arrangement the Commissioners may be pleased to direct.

As this proposal refers to a mode of engraving and printing materially differing from the one now in use, I trust I shall be excused for making a few remarks in reference to the comparative merits of the two systems.

According to the present mode of printing the postage labels, not more than 300 sheets per hour, or 3,000 sheets per day of 10 hours, can be struck off; and as the official hours of the various public offices in Somerset House are from half-past nine to four o'clock, and the daily consumption of postage sheets about 3,000, it is obvious that little more than one half of the number required to supply the public could be printed if the operation was performed at the Stamp Office; and the former Commissioners of Stamps were therefore compelled to have the labels engraved, printed, and gummed by private parties out of Somerset House.

The present mode of engraving and printing the sheets is also very objectionable in other respects:

First. Because the impressions from the plates are unavoidably so very indistinct and confused, that they afford little or no guarantee against fraud, since an excellent resemblance of them may readily be produced by an inferior artist.

Second. Because the peculiarity of the system is such, that the space or white lines between the labels cannot be printed mathematically correct; neither can the sheets be prepared in such a way as will effectually prevent any change in their length or breadth taking place on account of shrinking; and consequently the perforating operation is not only rendered imperfect, but much more difficult and expensive.

Third. Because it is not possible by the present mode to make, at the same time that the sheets are printed, the holes that are necessary for registering the sheets in the perforating machine; they therefore have to be subsequently made in them by hand, instead of by the printing plates; so that as these holes, from neglect or otherwise, are not always made in the same place or of the same size, very considerable trouble, and frequently a loss of several sheets, occurs.

To remedy the objections above referred to (amongst many others), the proposed mode of engraving and printing the labels is respectfully submitted to the consideration of the Commissioners:—

1st. Because by adopting it 3,000 sheets per hour can be readily printed, whereby the labels, for greater security, may be engraved and printed at
Somerset

Somerset House, under the entire surveillance of the public officers, instead of at private premises as at present.

2nd. Because it will not only enable the impressions at all times to be printed perfectly distinctly, and the white or guide lines mathematically true, but allow the registering holes to be made in the sheets at the same time that they are printed.

3rd. Because it will enable the sheets to be prepared and printed in such a way as will effectually prevent any change taking place from the operation of shrinking.

Should the Commissioners, however, deem it advisable not to change the present mode of engraving and printing the labels, I beg to add that I am prepared to undertake to engrave and print the same according to the existing plan, and also to gum and perforate them, and to find all the necessary printing machinery and plates, with all the usual guarantees required, for the sum of 5*d.* for every 1,000 stamps; so that, even according to the latter proposal, the Commissioners would be enabled to save to the Post Office 1,500*l.* per annum.

Thomas Keogh, Esq.

I have, &c.,
(signed) *Henry Archer.*

LETTER of Board of Inland Revenue to Messrs. *Bacon & Petch.*

Inland Revenue, Somerset House,
16 May 1851.

Gentlemen,

I AM directed to inform you, that an offer has been made to the Board to print the postage labels in the same manner as that service is now performed by you, at the rate of 5*d.* per thousand; and the Board are desirous of knowing whether, considering the great increase (from 32,000,000 to upwards of 60,000,000) which has taken place in the quantity of stamps required since the agreement was made between the Board and you, you are willing to reduce the rate per 1,000 from 6*d.* to 5*d.*

Messrs. Bacon & Petch,
69, Fleet-street.

I am, &c.,
(signed) *Thomas Keogh.*

LETTER of Mr. *Henry Archer* to *Thomas Keogh*, Esq.

Sir,

17 May 1851.

MR. Hill having lately remarked to me by way of suggestion that in order to complete the proposal I had the honour to forward to you on the 29th ultimo, it would be desirable to have it also signed by Mr. Branston, I beg to forward to you the accompanying tender of contract for engraving, printing, gumming, and perforating the postage label sheets, signed by Mr. Branston and myself.

Thomas Keogh, Esq.,
&c. &c. &c.

I have, &c.,
(signed) *Henry Archer.*

LETTER of Messrs. *Archer* and *Branston* to *Thomas Keogh*, Esq.

Sir,

London, 16 May 1851.

WE the undersigned beg to inform you that we are willing to undertake to engrave, print, gum, and perforate the sheets of postage labels, and to find and provide all the necessary printing machines, plates, and apparatus, and likewise all the perforating machines (except the present) that hereafter may be required, for the sum of fourpence halfpenny for every thousand stamps. We beg further to state that we are prepared to give the usual security for the due performance of the contract, and to conform to the existing rules of keeping and using the plates, or to any other rules the Commissioners may be pleased to direct in respect thereto.

As Mr. Archer, in his letter of the 21st ultimo, has pointed out to you the advantages of the proposed mode of engraving and printing the postage labels, as compared with the present, we do not consider it necessary to particularize

them again in this communication. We, therefore, have only to add that in order to cause the labels to adhere more firmly to the letters, as well as to render them perfectly innocuous when applied to the mouth, we propose to gum the postage sheets with the best white gum, instead of with the glutinous mixture at present used for the purpose. We may remark that the cost of the former is considerably more than double that of the latter; still, according to the terms of our proposal, the public will have the benefit of the superior article without any additional expense.

Thomas Keogh, Esq.

We have, &c.,
(signed) *Henry Archer.*
Robert E. Branston,
36, St. Andrew's Hill, Doctors Commons.

LETTER of Messrs. *Bacon & Petch* to the Honourable the Commissioners of Inland Revenue.

Gentlemen,

69, Fleet Street, 20 May 1851.

WE have the honour to acknowledge receipt of a letter dated 16th instant, stating that "an offer has been made to the Board to print the postage labels in the same manner as that service is now performed by you, at the rate of 5 *d.* per thousand; and the Board are desirous of knowing whether, considering the great increase (from 32,000,000 to upwards of 60,000,000) which has taken place in the quantity of stamps required since the agreement was made between the Board and you, you are willing to reduce the rate per 1,000 from 6 *d.* to 5 *d.*"

In reply we beg to say we have given the subject our best consideration, and although from our great experience we feel persuaded that no other house could at 5 *d.* per 1,000 successfully produce postage labels with such beauty of design, perfect identity, uniformity of colour, adhesive properties, and lastly, what we conceive to be of paramount importance, security from forgery, as those we have had the honour of furnishing for now upwards of 10 years, still feeling particularly desirous of maintaining the honourable position of supplying Her Majesty's Government, at the same time bearing in mind the increased demand, we will at once agree to lower the price as suggested to 5 *d.* per 1,000 labels. We presume that your honourable Board will permit the alteration to date from the 5th July next, and we also trust the new contract may be for the term of five years as heretofore.

We have, &c.,
(signed) *Perkins, Bacon, & Petch.*
To the Honourable the Commissioners
of Inland Revenue, &c. &c. &c.

LETTER of Board of Inland Revenue to Messrs. *Perkins, Bacon, & Petch.*

Gentlemen,

Inland Revenue, Somerset House,
27 May 1851.

I HAVE laid before the Board your letter of the 20th instant.

In reply I am directed to inform you that the Board have accepted your offer to print the postage labels for the term of five years, at the rate of 5 *d.* per 1,000, it being understood that the period is to commence from the 5th of July next, and have given directions that a contract be prepared accordingly.

I am, &c.,
(signed) *Thomas Keogh.*
Messrs. Perkins, Bacon, & Petch,
69, Fleet Street.

LETTER of Board of Inland Revenue to Mr. *Henry Archer.*

Sir,

Inland Revenue, Somerset House,
27 May 1851.

In reply I am directed to inform you that the Board have been in communication with Messrs. Bacon and Petch, relative to the terms on which the printing of the label stamps is performed by them, and that they have consented to a reduction of those terms.

As the Board are fully satisfied with the manner in which this service has been performed by Messrs. Bacon and Petch, and with all their arrangements in connexion with it, they see no reason for putting the matter into new hands, from which measure no possible advantage would accrue to the public, and the Board must, therefore, decline your and Mr. Branston's proposal.

I am, &c.,
(signed) *Thomas Keogh.*

Mr. Henry Archer,
36, St. Andrew's Hill, Doctors Commons.

Mr. *Henry Archer* to *Thomas Keogh*, Esq.

24, Upper Eccleston Place, Eccleston-square,
30 May 1851.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 27th instant. As the Commissioners by their communication of the 8th ultimo and otherwise, have sanctioned and encouraged me to make the tender which I lately forwarded to you, I consider that it was unfair for them to make use of it for the purpose of inducing Messrs. Bacon and Petch so to reduce their present terms as to afford an excuse for renewing their contract, and rejecting the proposal of Messrs. Branston and myself.

As, however, the new arrangement with Messrs. Bacon and Petch does not include the perforating of the postage sheets, nor the superior mode of engraving, printing, and gumming them, nor the exclusive supervision of this large pecuniary business by the public officers at the Stamp Office, as proposed by Mr. Branston and myself, I am at a loss to conceive upon what grounds the Commissioners should have been pleased to arrive at the conclusion "that no possible advantage would accrue to the public by accepting our proposal."

Although I am gratified to find that I have already been the means of saving above 1,000 *l.* a year through the reduction Messrs. Bacon and Petch have consented to make, still, on public grounds, I am compelled to inform you that it is my intention to appeal to the honour and justice of Parliament for redress with the least possible delay.

I am, &c.,
(signed) *Henry Archer.*

Thomas Keogh, Esq.

The Secretary of Inland Revenue to Mr. *Henry Archer*.

Inland Revenue, Somerset House,
5 June 1851.

Sir,

I HAVE laid before the Board your letter of the 30th ultimo, the receipt of which I am directed to acknowledge.

I am, &c.
(signed) *Thomas Keogh.*

Mr. Henry Archer, 24, Upper Eccleston-place,
Eccleston-square, Pimlico.

AGREEMENT entered into between The Commissioners of Stamps and Taxes, and Messrs. *Bacon & Petch*, for Engraving, &c., the Label Stamps.

ARTICLES of Agreement made the 5th day of May 1843, between Joshua Butters Bacon and Henry Petch, carrying on the business of engravers and copper and steel plate printers, at No. 69, Fleet-street, in the city of London, under the style or firm of Perkins, Bacon & Petch, of the one part, and the undersigned Commissioners of Stamps and Taxes, for and on behalf of Her Majesty, of the other part: Whereas the said Joshua Butters Bacon and Henry

Petch have provided and made, under the direction of the Commissioners of Stamps and Taxes, certain steel plates for the purpose of printing stamps, for the purpose of expressing or denoting the duties of one penny and two pence respectively, on the postage of letters, such plates being severally adapted for printing sheets containing each 240 stamps, the said stamps being an approved design of Her Majesty's head, reduced from Wyon's city medal, and engraven by Heath, with an engine-turned background by the said Messieurs Perkins, Bacon and Petch, which plates have been used by the said Joshua Butters Bacon and Henry Petch for printing postage stamps for the use of Her Majesty, under the direction of the said Commissioners: And whereas the said Joshua Butters Bacon and Henry Petch have agreed to continue the printing of such stamps, and delivering of the same in manner and upon the terms hereinafter mentioned: Now therefore the said Joshua Butters Bacon and Henry Petch, for themselves and the survivor of them, do hereby contract and agree with the said Commissioners of Stamps and Taxes, parties hereto, that they will, at the price or for the reward hereinafter mentioned, prepare and complete for the purpose of printing the stamps aforesaid, so many additional fine steel plates as shall be necessary, and as the Commissioners of Stamps and Taxes shall require, and will engrave or impress upon each of such plates, in such manner as the said Commissioners shall approve, 240 copies or fac-similes of the engraving before mentioned, with such letters or combinations of letters of the alphabet as the said Commissioners shall direct, and will provide and prepare all the machinery and apparatus necessary for printing the stamps therewith, and will print off from the said plates or such of them as the said Commissioners shall approve or direct, in a good and workmanlike manner, to the satisfaction of the said Commissioners, upon paper to be furnished by them the said Commissioners, any quantities of such stamps that the said Commissioners shall require, with proper ink of any practicable colour or colours that the said Commissioners shall direct, and will dry and press the same, and cover them at the back in a proper and sufficient manner, and to the satisfaction of the said Commissioners, with such gum or glutinous wash as the said Commissioners shall approve, to be provided by and at the expense of the said Joshua Butters Bacon and Henry Petch, and will deliver the same stamps, in fit and proper condition for use, in such quantities and at such times as the said Commissioners shall appoint, at the head office for Stamps and Taxes, or wherever else in London or Westminster they shall require: Provided that if any such gum or wash be required to be substituted in lieu of that heretofore and now used for the same purpose, and the expense whereof and of the application of the same shall exceed that of the gum or wash now used, then the additional expense so occasioned thereby shall be borne by the said Commissioners. And the undersigned Commissioners of Stamps and Taxes, for and on behalf of Her Majesty, her heirs and successors, do hereby agree with the said Joshua Butters Bacon and Henry Petch, and undertake to pay or cause to be paid to them, or the survivor of them, for such stamps, the rate or price, rates or prices following; that is to say, sixpence halfpenny for every 1,000 stamps printed off and delivered in manner and in the condition aforesaid, after the 5th day of April last past, where the quantity of stamps delivered in any quarter of a year for which such payment is made, ending on any of the days next hereinafter mentioned, shall not amount to 30,000,000, and sixpence farthing for every 1,000 of such stamps where such quantity shall amount to 30,000,000 and not to 32,000,000, and sixpence for every 1,000 of such stamps when such quantity shall amount to 32,000,000 or upwards; such payments to be made quarterly, that is to say, on the fifth day of July, the tenth day of October, the fifth day of January, and the fifth day of April, in every year, for all such stamps delivered upon or previous to the said respective quarter days: And it is hereby further agreed between the said parties, that all necessary drawings, original engravings, dies, plates, and other matters and things necessary for the purposes aforesaid, shall be provided by and at the expense of the said Joshua Butters Bacon and Henry Petch, or the survivor of them; and that the printing of the said stamps and completing of the same fit for use shall be done in rooms or offices, and with machinery and fittings up, to be also found and provided by and at the expense of the said Joshua Butters Bacon and Henry Petch, or the survivor of them, such rooms and offices to be approved of by the said Commissioners, and which shall be appropriated and used exclusively for the purposes aforesaid; and that all the engravings, dies, rollers, and plates already made and hereafter to be made or at any time in the

process of being made, for any of the purposes aforesaid, shall be deposited in such place or places as the said Commissioners shall direct, and in a box or boxes, or other inclosure provided or approved by the said Commissioners, each having two or more different locks, the key of one of which shall be kept by the said Joshua Butters Bacon and Henry Petch, and the key or keys of the other or others of the said locks shall be kept by such person or persons as the said Commissioners shall appoint in that behalf; and that the making and preparing of all such dies, rollers, and plates as aforesaid, and the printing of the said stamps, and other the matters and things to be done in completing the said stamps for use as aforesaid, and the delivery of the same, shall be under the superintendence of such person or persons, being an officer or officers of the said Commissioners, as they the said Commissioners shall appoint, and under such regulations and directions for the security of the said dies, plates, stamps, and papers, and otherwise, as the said Commissioners shall, from time to time, make or give in that behalf: Provided always, that the said Commissioners shall not by any such regulations or directions restrain or prevent the said Joshua Butters Bacon and Henry Petch, or the survivor of them, or their servants or workmen, from working in the manufacture and completion of such stamps in the said rooms and offices between the hours of seven in the morning and eight in the evening, on any day on which such work may lawfully be performed, if necessary, for the production of the quantities of stamps required: And it is further agreed that the said Commissioners and their said officers, and any other person and persons authorised by them in that behalf, shall at all times have free access to all and every of the rooms and offices used for any of the purposes of this agreement, and have all proper and necessary control over the said rooms and offices, and the persons to be employed and engaged in making or preparing the said dies, plates, or rollers, and in printing the said stamps, and preparing the same for use; and the said Joshua Butters Bacon and Henry Petch do hereby undertake and agree that they, or the survivor of them, shall and will, whenever they or he shall be thereunto required by or on behalf of the said Commissioners, utterly deface and destroy, in the presence of such person or persons as the said Commissioners shall name in that behalf, all the drawings, original and other dies, plates, and rollers, which shall have been provided, made, or used for the purposes aforesaid; and it is lastly agreed that this Agreement shall continue in force for the purposes aforesaid so long as the Commissioners of Stamps and Taxes for the time being shall require the delivery of any such stamps, or until the same shall be determined by the said Joshua Butters Bacon and Henry Petch, or the survivor of them, upon six months' notice thereof in writing to be given by them or him to the said Commissioners. In witness whereof the said parties have hereunto set their hands and seals the day and year first above written.

Signed, sealed, and delivered by the within named
Joshua Butters Bacon and Henry Petch, in the
presence of
J. Chubb, Stamps and Taxes.

Joshua B. Bacon.
Henry Petch.

Signed, sealed, and delivered by Henry Lewis
Wickham and John Thornton, Esquires, two of
the Commissioners of Stamps and Taxes, in the
presence of

Henry L. Wickham.
John Thornton.

Hugh Tilsley.

The Agreement to take effect from 5th July 1851, will be the same as the foregoing one, except in the alteration of terms, from 6 *d.* to 5 *d.* per thousand.

RETURN (so far as it can be given by this Department) furnishing Copy of CORRESPONDENCE, &c. between the Postmaster-General and the Treasury, the Commissioners of Inland Revenue and Mr. *Archer*, in the Years 1847, 1848, 1849, 1850 and 1851, in reference to the Utility, Efficiency, Construction or Cost of the MACHINE for PERFORATING POSTAGE STAMPS furnished by Mr. *Archer*, the Patentee, or in respect to the Amount of Compensation that should be awarded to him.

General Post Office, }
21 July 1851. }

W. L. MABERLY,
Secretary.

COPY of LETTER from Mr. *Archer* to the Postmaster-General.

18, Shaftesbury-crescent, Eccleston-square,
1 October 1847.

My Lord,

As it is well known that your Lordship is ever ready to promote by every means, in your power whatever may tend even to increase those manifest facilities which are at present afforded to the community by the public department over which your Lordship presides, I am induced to offer for your Lordship's consideration the following remarks in reference to an invention, which I presume to submit, will, if carried out, prove a very great convenience, particularly to those whose business entails upon them an extensive correspondence.

The Post Office stamps having to be detached either by cutting or tearing them from each other, great inconvenience is felt both by the public and postmasters, particularly during the last hour or so for posting letters for the General Post; for instance, a postmaster after disposing of, say a shilling's worth of stamps, is frequently called upon by the purchaser to cut them off one by one for the purpose of attaching them to the letters intended to be posted in his office, or if too late there, at the General Post Office or one of the branches, as extra-stamped letters, so that at the period of the day that the press of official business demands their exclusive attention, postmasters, to their great annoyance, are continually importuned by persons requiring their stamps to be cut; indeed it not unfrequently happens that the hour for closing the letter-box arrives before many of those who are waiting for their turn can be served. To provide therefore a remedy for the inconvenience thus experienced, I have contrived an inexpensive plan whereby the stamps may be instantly detached from the sheet without the operation of cutting, perfect too in every respect, or in other words, in no way mutilated or disfigured like most of the stamps that are now torn from each other. The contrivance will also enable purchasers to fold a sheet of stamps, or any less quantity, with unerring regularity, and in one-tenth of the time that is at present consumed in the operation, in a manner moreover that renders them peculiarly convenient both for the pocket and use, whereas to fold one of the present sheets into a portable form requires considerable care and patience; indeed the proposed plan affords such facility for folding any quantity of stamps in the most convenient form, it is not improbable that retailers, for the sake of their own interest and convenience, will be induced to supply them to the public ready folded.

I also beg to submit that another advantage of the proposed plan is, that it will render stamps after they shall have been attached to the letters less liable to be removed by hand or otherwise.

The facilities likewise which in many points of view the plan affords are, I

MACHINE FOR PERFORATING POSTAGE LABELS. 19

public, that I am willing my claims for remuneration should be contingent on its complete success.

To the Right Honourable
the Marquis of Clanricarde.

I have, &c.
(signed) *Henry Archer.*

Charles Johnson, Esq., to H. Archer, Esq.

Sir, General Post Office, 13 October 1847.
I AM directed by the Postmaster-general to inform you, in reply to your letter of the 1st instant, that the practical officers of this department are unable without seeing the invention to which you allude to form any opinion as to its utility.

H. Archer, Esq.,
10, Shaftesbury-crescent,
Eccleston-square.

I am, &c.
(signed) *Charles Johnson,*
for the Secretary.

J. Ramsey, Esq. to C. Pressly, Esq.

Sir, General Post Office, 22 October 1847.
I AM directed by the Postmaster-general to transmit to you, for the information of the Commissioners of Stamps, copy of a Report of the "Inland" and "London District Post" Offices on the subject of an invention for separating postage stamps, which has been submitted to this department by Mr. Archer of No. 10, Shaftesbury-crescent.

C. Pressly, Esq.
&c. &c. &c.
Office of Stamps and Taxes.

I am, &c.
(signed) *J. Ramsey,*
for the Secretary.

COPY of REPORT from Presidents of Inland and London District Post
Offices enclosed in foregoing.

Inland Office, 14 October 1847.
THE machine appears to be a very clever and useful invention.
We are thoroughly convinced that postage stamps separated by it, having jagged edges, will adhere to letters far better than those cut from the sheet by knives or scissors.
We submit it is most desirable that the invention be recommended to the notice of the Commissioners of Stamps.

Lieut.-Col. Maberly,
&c. &c.

(signed) *W. Bokenham.*
R. Smith.

COPY of TREASURY MINUTE referring Report of Commissioners of Inland
Revenue to the Postmaster-General.

REFER this Report to the Postmaster-general for his opinion as to the amount of compensation due to Mr. Archer for his invention.

30 August 1850.

(signed) *G. Cornwall Lewis.*

COPY of REPORT from Commissioners of Inland Revenue to Lords of the
Treasury enclosed in foregoing.

May it please your Lordships,

Inland Revenue, Somerset House,
27 August 1850.

adopted by this department, and desiring we should report what remuneration, if any, Mr. Archer is entitled to claim on account of such invention. We beg leave to state that we find it very difficult to form any satisfactory estimate of the amount of pecuniary reward which it may be just and reasonable to grant to Mr. Archer for this invention as measured by any positive advantage which may arise to the revenue from its adoption. In the consideration of the subject doubts have been suggested whether any materially useful purpose will be accomplished by the introduction of the plan. But we must observe that the invention was originally communicated to us by the Post Office, accompanied by a Report from one of the principal officers of that department, recommending it as one likely to conduce to various beneficial results, and that the experienced officer of this department to whom the superintendence of the manufacture of postage stamps is entrusted concurred in that opinion, and thought that it would be very desirable to apply it to the label stamps, if the machine could be brought to a degree of perfection which would render it capable of being worked with certainty and effect, which it was far from being when it was first exhibited here; since that time Mr. Archer has devoted much pains and labour, and incurred considerable expense in the trial of a succession of experiments for the purpose of obviating the mechanical difficulties that were found to exist, and which if they had not been surmounted would have left the contrivance unavailable for actual use. He has at length overcome these difficulties so as to present the machine in complete working order.

The value of the invention may be considered in two lights: first, as it relates to the advantage of the revenue, and secondly, as it tends to promote the convenience of the public. On the former point it is to be observed, that a large proportion of the revenue of the Post Office is still received in the form of money payments, which involve much trouble and expense in the collection. Anything, therefore, that tends to increase the use of stamps is valuable as a step towards the abolition of payments in money. There can also be little doubt that there will be an additional security against forgery by reason of this contrivance, inasmuch as the accurate perforation of counterfeit sheets would be a work of great difficulty, and sheets not accurately perforated would at once excite suspicion if offered for sale. The convenience to the public consists in the readiness with which sheets, or portions of sheets, can be folded into convenient shapes, and carried about without creasing the stamps; the readiness with which the stamps can be detached without the use of cutting instruments, and their superior adhesiveness, from the jagged edges not being so liable to be detached by the curling up of the stamp as the smooth edge is found to be. These considerations are regarded as likely to lead to an increased use of the stamps, and are therefore not only applicable to the second point, of the public convenience, but also the first, as having a tendency to decrease the charge of collection which results from payment of postage in money. The foregoing are the grounds on which the plan has been adopted, and the advantages which are expected to result from it.

It remains with us to state what occurs to us with regard to a reward to Mr. Archer.

In the first place, it seems to us that the reasonable outlay incurred by Mr. Archer in the construction of the machine should be repaid, and the remaining point is, what sum should be awarded to him for the invention. We are informed that a second machine of the kind, with its appendages, might be constructed for about 200 *l.*; but as it is well known that a first machine, wherein everything has to be originated, is vastly more expensive than one which is a mere copy of others previously constructed, we think that, in fairness, at least 100 *l.* ought to be added on that score.

It should be observed, that the machine is made upon a different and more expensive plan, and will be more expensive to work than the machine first proposed, the change having been made chiefly in consequence of great practical difficulties attending the first plan, but partly also in consideration of the more

more or less, in the effort to bring the invention to perfection, we think that a sum of 300*l.*, besides the 300*l.* for the machine itself, may be a fair and moderate compensation. As, however, this is a matter which more immediately pertains to the department of the Post Office, out of the revenue of which any payment will be paid, we submit that, in coming to a decision on the subject, your Lordships should have the benefit of the opinion and advice of the Postmaster-general.

We have, &c.

(signed) *John Thornton.*
C. P. Rushworth.
Chas. Pressly.

The Lords Commissioners of
Her Majesty's Treasury.

The Postmaster-General to the Lords of the Treasury.

My Lords,

19 September 1850.

I HAVE the honour to return the enclosed Report from the Commissioners of Inland Revenue, which was referred to me by Mr. Cornwall Lewis on the 30th ultimo; and I beg leave to state, that assuming the advantages anticipated will be realised by the adoption of Mr. Archer's invention for the division of postage stamps, I am of opinion that a sum of 200*l.*, in addition to the purchase money of the machine (300*l.*), will be a sufficient remuneration to the inventor.

I have, &c.

The Lords Commissioners of
Her Majesty's Treasury.

(signed) *Clanricarde.*

Mr. Archer to the Postmaster-General.

24, Eccleston-place, Eccleston-square,

12 September 1850.

My Lord,

I HAVE the honour to state, that the Commissioners of Stamps and Taxes having reported to the Lords of the Treasury that the machine which, by their directions, I had made for punching the postage label sheets had fully answered the object for which it was designed, their Lordships were pleased, in the month of May last, to call upon them to ascertain the cost thereof, and also to report what they considered would be a fair remuneration to allow for my patent right, &c. The Commissioners, however, conceiving that it was not within their province to decide upon a question that more properly belonged to the Post Office, the Lords of the Treasury have been pleased, I understand, to refer the whole question to your Lordship. I therefore deem it right to acquaint you, that in the month of May last I handed a copy of the accompanying Memorial to the Secretaries of the Treasury, on the understanding that it was not to be acted upon until I was in a position to supply the specimen sheets therein referred to. The engraver, however, whom I had employed to prepare the plates, being at the period engaged on other work of importance, was unable to supply the specimen sheets until after the Lords of the Treasury had referred back the matter to the Commissioners of Stamps and Taxes; but as I find that the question is still open to inquiry, I have been induced, upon public grounds, to forward to your Lordship the accompanying Memorial, and also proofs of the specimen sheets referred to therein.

With respect to the question of compensation, I believe, my Lord, it will be found that it is not unusual for the Government in such cases to appoint one person, and the party claiming another; but having lately received a letter from the Hon. Lloyd Mostyn, in which he remarks, "Would it not be better for you to ask the Commissioners of Stamps to let the question of compensation for your invention be decided by Sir Charles Pasley or Sir Frederick Smith," I feel bound to state that in case your Lordship should consider the course suggested by Mr. Mostyn the most advisable one under the circumstances to adopt, I should have no objection to refer the matter to either of the gentlemen

suggested by him, or to any professional person qualified, as they are, to appreciate the mechanical merits of the machine, and the utility of the invention in a public point of view.

To the Right Honourable
The Marquis of Clanricarde.

I have, &c.
(signed) *Henry Archer.*

COPY of MEMORIAL enclosed in the foregoing.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Patentee of a Machine for punching the Sheets of Postage Labels, so as to effect the instant separation of such Labels, without the employment of any cutting Instrument,

Sheweth,

THAT for the reasons hereinafter particularly mentioned and set forth, your memorialist, as the result of much consideration, labour, and expense, invented a machine for the purpose already stated, and having ultimately succeeded in perfecting the same, your memorialist obtained, and is now the sole owner of a patent for the use thereof.

That amongst other public and private reasons operating against the great utility and general use of the postage label system, your memorialist states, that the labels having to be separated either by cutting or tearing, great trouble and loss of time is thereby occasioned to those whose business entails upon them an extensive correspondence, as also to the postmasters of the principal receiving-houses, particularly during the last hour for posting letters intended to be dispatched by the evening mail, and during periods when an additional stamp is required to be placed on them, inasmuch as the postmaster on disposing of a shilling's worth of stamps, for instance, is frequently called upon by the purchaser to dis sever them singly for the purpose of attaching them to letters intended to be posted at his office, or, if too late there, at the General Post Office or one of the principal branches, as extra-stamped letters; and thus at the period of the day when the press of official business demands the postmasters' exclusive attention, they are (to their great inconvenience and annoyance) importuned by persons requiring stamps to be dis severed, and it happens not unfrequently that the hour for closing the letter-box arrives before the public can be served.

That the above disadvantages are enhanced by the facts, that both care and time are required to fold one of the present sheets into a portable form, and that before one quarter of the sheet is folded, the crease, instead of following the direction of the guide lines, is found to have advanced considerably beyond them, whereby the folding, instead of facilitating the dis severing operation, increases the difficulty.

That these creases, and the curls, which are produced on the stamps by keeping them in a loose or rolled state, contribute materially to prevent their adherence to the letters; that by tearing the stamps from each other, the gum is removed from the edges, where its presence is most necessary to secure their perfect adherence; and it is probable that most of the numerous stamps which are daily found loose in the post bags, fall off from the letters in consequence of this objectionable mode of detaching the stamps.

That another objection to the present system is, that books, desks, and tables are usually used by clerks as a base for cutting the stamps, to the injury of the article whereon the cutting process is effected.

That it appears by returns made to Parliament, that nearly one-half of the letters which pass through the Post Office of the United Kingdom, instead of being paid by the labels affixed thereon, are prepaid in money by the writers; whereby very considerable additional trouble and loss of time is entailed on the servants and other persons connected with the Post Office, and great additional expense is also incurred throughout the establishment.

such and other similar inconveniences and objections, invent in the early part of 1847 a machine for perforating the sheets along the guide lines, so as to allow the stamps to be instantly dis severed, without the operation of cutting, as well as to secure the folding of a sheet, or any less quantity of stamps, with unerring regularity, and with a saving of 90 per cent. of time; at the same time preserve them in a position (flat) best suited to insure their instant and permanent adherence to the letters.

That as such method of perforating the sheets necessarily produces scalloped or indented edges upon the stamps, they are rendered less liable to be removed by friction or otherwise after they have been attached to the letters.

That your memorialist conceiving if the proposed plan were carried out, it would prove a great public convenience, was induced to address, on the 1st October 1847, a letter to the Postmaster-general on the subject, who was pleased to refer the matter to the practical department of the Post Office, with the view of ascertaining the efficacy of the machine for the required work, and also of ascertaining whether or not it would be desirable to adopt the proposed plan.

That the chief officer of such department having duly inquired into the several matters referred to him, reported to the Postmaster-general that the machine was in his opinion competent to perform the required work; and that the plan, if carried out, would prove advantageous to the public.

That on the receipt of this Report, the Postmaster-general was pleased to forward it to the Commissioners of Stamps and Taxes, with a recommendation to adopt the system, if they should be of opinion it was desirable to do so.

That in consequence of this communication from the noble Marquis, the Commissioners of Stamps and Taxes immediately referred the matter to their supervisor, Mr. Hill, with a view of ascertaining the efficacy of the machine, the costs of working, &c.

That after Mr. Hill had instituted the necessary inquiries, he reported (in effect) to the Commissioners that the machine in his opinion was competent to perform the necessary work, and that on public grounds it was desirable to adopt the plan.

That in consequence of this Report, your memorialist received a letter from the Secretary of the Commissioners of Stamps and Taxes requesting that he would have two machines made for perforating the sheets in the way proposed by him.

That your memorialist accordingly employed an eminent mechanical engineer to construct the same, according to the plan submitted to the said Commissioners.

That when the first machine was constructed, it was found upon trial that the piercing rollers so wore the table upon which the sheets were laid, that it was considered that the wear and tear would be too costly for carrying out the plan with advantage to the public, and your memorialist was therefore compelled to abandon the plan of perforating the sheets by rollers. Your memorialist, however, being convinced that it was possible to construct a machine to answer the object designed, freed from such objection, had another perforating machine constructed by other parties, upon the fly-press principle, but finding that the bed of this machine would likewise suffer from the perforating tools, though in a far less degree than the table of the first machine, your memorialist invented another machine for punching the sheets, whereby the aforesaid objection to the carrying out of his plan was entirely removed.

Your memorialist, however, not deeming it prudent to incur any further expense without securing his invention, was induced to take out a patent to effect that object, and that immediately after he had done so, he, instead of making two single machines, had with a view of saving expense in the working, a double punching machine constructed to accomplish the desired object, and which upon trial, in the presence of Mr. Hill, was found to answer in every particular.

That subsequently to this successful preliminary trial, that is to say, on the 6th day of December 1848, your memorialist was directed by the said Commissioners of Stamps and Taxes to forward the machine invented by him to the establishment of their printers in Fleet-street, to ascertain whether they could work it for the purpose designed.

That your memorialist complied with such order, though with the full expectation, that as such printers were in the exclusive enjoyment of a most valuable

contract, which your petitioner's invention might possibly altogether destroy, such invention would certainly derive no assistance at their hands, but would, on the contrary, be liable to every description of objection, real or imagined. That your memorialist entertained such fears, not from any supposition that the said printers were other than honourable, fair-dealing tradesmen, but on the general principles of human nature as applied to matters of commerce, that it was not in the nature of things to be expected that persons who are liable to be seriously injured by a given process could feel an interest in its welfare.

That, in order fully to place before your Lordships the facts of this part of the case, your memorialist states that the said printers were, and are, employed by the Government to print the postage label sheets, as such printers were the patentees of a system of engraving supposed to offer greater security against fraud than any other mode; and that upon such assumption it was originally deemed desirable to enter into a contract with them, although the price paid to them is (as will be found on inquiry) about three-fifths more than would cost for printing the sheets in the ordinary way.

That the said Commissioners, perceiving that the co-operation of the said printers during the construction of the machine was essential to its success, directed them (when they ordered the same to be made) to confer with the machinist employed by your memorialist whenever it became necessary to consult them. Notwithstanding, however, such directions, and that, moreover, they were well aware from various other circumstances that the Commissioners, the Secretary, and Mr. Hill, were on public grounds most anxious to see the plan adopted, they thought proper to exhibit on various occasions their dislike and hostility to it in so marked a manner, that the person engaged by your memorialist to construct the machine was ultimately compelled to cease communicating with them.

That under these circumstances your memorialist and the party who constructed the machine had their misgivings increased when, by the direction of the said Commissioners, it was forwarded to their printers to be put in use by them; and your memorialist, therefore, was not at all surprised to find that, upon the first day of trial at the establishment of the said printers, the machine was found not to act, in consequence of the punching tools and the matrixes having become clogged and choked with gum.

That in consequence of this mishap, Mr. Hill, with a view of ascertaining whether the process of gumming the paper was or was not unfavourable to the operation of punching, requested Mr. De La Rue, a gentleman who has had great experience in such work, to give him his opinion on the subject.

That Mr. De La Rue reported to Mr. Hill that, so far from gum impeding, he found from experience that, if properly applied, it considerably facilitates the operation of punching, inasmuch as it gave a solidity and brittleness to the paper, which was highly desirable; and he was of opinion that the machine would never have clogged if the gum upon the sheets had not been moist when they were introduced into it.

That your memorialist was therefore obliged to remove the machine from the said printers' in order to have it put in order by those who understood its peculiar construction, as well as to make some alterations and improvements suggested by Mr. Hill and Mr. De La Rue.

Your memorialist also begs to state that the guide lines of the sheets printed by the said printers were found to be so very irregular and variable in breadth that it was impossible to punch the sheets in the proper direction, and Mr. Hill therefore directed them to prepare new plates, in order to print the guide lines so mathematically true as to remove effectually the objections referred to. It was also arranged that the said printers were to furnish your memorialist with one of the new sheets as soon as the new plates were made, so as to ascertain whether the machine conformed exactly therewith.

That accordingly your memorialist was furnished by the said printers with a model sheet, as soon as they had completed the first set of new plates.

That this sheet your memorialist handed to the party who was engaged to put the machine in order.

That when the machine was completed, it was found that it did not conform to this model sheet, and the machinist, assuming that the fault was owing to some defect in the machine, took it asunder again, and, at a great expense to your memorialist, altered it to suit the sheet so furnished by the said printers.

That

That the machinist having subsequently obtained one of the sheets for which the machine was originally constructed, discovered, for the first time, that the new model sheet differed so very materially from it, that it was at once evident to him, that, if the former had not been made different in size from the latter, the expense and delay of reconstructing the machine would have been avoided.

That immediately upon this discovery, the machinist waited upon the said printers, and, having pointed out to them the difference between the two sheets, was, for the first time, informed by them that, subsequent to their furnishing to your memorialist the new model-sheet for his guidance, they discovered that the plate from which it was printed was incorrect; yet the said printers, instead of instantly apprising your memorialist, or the machinist employed by him, of this fatal defect, suffered them to remain in ignorance on the subject for nearly four months.

That your memorialist is induced to believe that the omission on their part was not accidental; from the fact, that when his machinist, at this interview, remonstrated with them upon their conduct, they hesitated not to tell him that it was no business of theirs to trouble themselves about a matter that was not likely to be of any benefit to them.

That on leaving the establishment of the said printers, they delivered to him for his future guidance a sheet which they said had been printed from one of the new plates that was found to be more correct than the plate from which the former sheet had been taken. Your memorialist was, therefore, obliged to have the machine again altered, to suit exactly the dimensions of this sheet.

That as soon as the required alteration was made, your memorialist informed the authorities at the Stamp Office that the machine was ready for working; in consequence of which, a preliminary trial was made in the presence of Mr. Hill, at the establishment of Mr. Addenbrooke, the machinist who constructed it.

It appeared, however, on this occasion, that the sheets which were printed from Plate A were different in size to those printed from Plate C, and so on; but whether the difference was attributable to the shrinking of the sheets, or to a defect in the plates, or to both, could not be ascertained: under these circumstances, Mr. Hill came to the conclusion, that unless an adjusting power could be attached to the machine to extend or contract its movement, to suit the various sizes of the sheets, he did not think it would answer the object designed.

That your memorialist is free to admit that Mr. Hill, under these circumstances, came to a very proper conclusion; yet as the said printers, on the occasion of their measuring several of these sheets, at the instance of Mr. Hill and your memorialist, shortly before the machine had been commenced, stated, that as all the sheets were found to shrink alike, there would be no difference in size, your memorialist submits that he has just grounds for complaining that he had not been correctly informed on the subject in the first instance; because if he had been then aware that the sheets did not shrink alike, or that the new plates would not have been made so as to secure a conformity in the size of the sheets, he might have had an adjusting power attached to the machine for one-half of what it has cost him. At one time it was considered impossible to combine the two powers, without making an entire new machine; however, after various contrivances and failures, a plan was at length discovered which enabled the machine to be instantly adjusted with unerring precision, from a hair's breadth to six inches or more.

That your memorialist having communicated the fact to Mr. Hill, he, with a view of testing the efficiency of the adjusting power, had several sizes of the sheets passed through the machine in his presence, and found that it uniformly punched them correct; he gave directions to your memorialist to forward the machine to the printers, to put in use with a view of ascertaining more fully whether it would answer the desired object.

That for the reasons already set forth, your memorialist considered that if he allowed the machine to be again returned to the said printers, for the purpose of ascertaining its competency for the required work, it was sure to be again worked in a manner but ill-calculated to produce a favourable result, and he therefore explained to Mr. Hill his reasons for objecting to allow the machine to be worked by the said printers.

That Mr. Hill, admitting the reasonableness of your memorialist's objections, proposed, with his usual straight-forwardness, to accompany him and the

machinist (who was cognizant of the facts referred to) to Mr. Keogh, the secretary of the Commissioners of Stamps and Taxes, with a view of ascertaining whether, under the circumstances, he would permit the machine to be tried at Somerset House, instead of at the establishment of the said printers.

That Mr. Keogh, conceiving that it was due, both to the public and your memorialist, to secure that the machine should have a fair trial, frankly stated that he would bring the matter before the Commissioners the first opportunity, with a view of obtaining their consent to have the machine worked at Somerset House, under Mr. Hill's superintendence.

That a few days after this interview, Mr. Hill, having received the Commissioners' permission, requested your memorialist to forward the machine for use to Somerset House.

That, in compliance with such request, your memorialist, on the 9th day of January last, sent it to the Stamping Department in that establishment.

That on the first day of trial it so happened that numbers of the sheets which were passed through the machine were punched somewhat beyond the guidelines.

That the machinist who constructed the machine, feeling confident that the defect was attributable, not to the machine but to the plates, asked Mr. Hill to allow him to measure the latter at the printers'.

That Mr. Hill having given him permission to do so, he attended the next day at the office of the said printers, and measured the several plates from which the sheets referred to were printed.

That although the plates now used by them were made, or professed to have been made, to suit the punching machine, more than one-half of them were found to be palpably defective; and it further appeared that the greater portion of the sheets furnished by the printers, on the first day of trial, were printed from the defective plates. It was therefore manifest that the irregularities observed in the sheets which were punched on the first day of trial were not attributable to any defect in the machine; and this will appear the more obvious, when your Lordships are informed that when the sheets which, by Mr. Hill's directions, had subsequently been printed from the perfect plates were passed through the machine; no objection of any kind was observable. At the same time, it is right to add, that even these were not printed as mathematically correct as they ought to have been. Without reference, however, to this objection, it was found, after several days' trial, that the spoil occasioned by the machine amounted to one sheet in 100.

That, with a view of effectually removing the cause which produced this trifling amount of waste, an important alteration in the machine was suggested by Mr. Hill; and as your memorialist was desirous to make it, if possible, more complete, he consented that the proposed alteration should be made, although it entailed upon him an additional expense of 50*l*.

That the machine, with this alteration, having been recently used for several days at the Stamp Office, has been found to answer in every respect; and your memorialist understands that the Commissioners have since been pleased to report to your Lordships in favour of its adoption.

That your memorialist is advised, and believes, that the assumption on which the contract for printing the said sheets of postage labels was and is confided to the said printers, will be found, on investigation, to have no good foundation.

That your memorialist is advised, and believes, that the system of printing patented by the said printers does not afford that security against fraud which it is supposed that it would have done. In proof of which, your memorialist begs to state, that he has been assured by eminent engravers that they would undertake, with the permission of the Government, to produce in a few days a plate that would print off any quantity of sheets, so exactly similar to those printed by the said printers, that no person would be able to distinguish the genuine from the counterfeit.

But be the danger what it may, be the necessity of adopting the most inimitable system of engraving more apparent than it is, your memorialist humbly submits, that by entrusting private parties to engrave, print, gum, and complete one million's worth of stamps annually in their premises in Fleet-street, where,

House, where, for greater security, stamped envelopes, the tenpenny and shilling labels, for foreign and other letters, and all other stamps, are executed.

Finally, your memorialist submits that independent of the said printers' system of engraving, ample security would be afforded by the adoption of his plan :

I. Because his punching machine is not only most expensive, ponderous, and difficult to make, but of such a nature as to prevent its being either made or worked in secret.

II. Because the art of paper punching being only known to a few, it is probable that not even so many as six persons could be found in this country competent to construct the necessary machine, whereas an engraving may at the expense of a few shillings be imitated in secret by numerous persons.

Your memorialist therefore submits that by the adoption of his plan, not only would the postage-label system be placed on a securer footing, and the convenience of the public greatly promoted, but the Government would annually save many thousands to the public.

That your memorialist believes the public interest would be best promoted by referring the whole question to an impartial and competent tribunal.

Your memorialist therefore humbly prays, that either a Select Committee of the House of Commons, or a Commission, be appointed to inquire and report,—

Whether by adopting the plan of your memorialist a considerable annual saving may not be effected, particularly by substituting not only a less expensive but a more preferable mode of printing the postage labels, than that patented by the said printers.

Whether by adopting the latter mode the plates may not be engraved so mathematically correct as to ensure that there shall be no difference either in the breadth of the guide lines or the size of the prints, whereby the punching system may be brought to greater perfection, and carried out at a considerable less expense.

Whether instead of using a poisonous and filthy gummy mixture, it would not be more advisable to use the same quantity of gum (pure white) as is used for gumming the French postage label sheets, and which your memorialist has had applied to the punched specimen sheet forwarded herewith, for the purpose of satisfying your Lordships that the alleged difficulty of printing the guide lines mathematically correct may be readily overcome.

Whether instead of entrusting to private parties the engraving, printing, gumming and completing of nearly One million's worth of postage label sheets annually in private premises, it would not be more prudent, economical, and safe to engrave, print, gum and complete them in the proper department at Somerset House, where, for greater security, all other stamps are executed.

Whether on the grounds both of economy and good management, it would not be advisable to print and issue the postage labels at the General Post Office, instead of at Somerset House ; so that the necessity of having two chief distributing departments for issuing the postage stamps throughout the country, may be done away with, and all those serious inconveniences and difficulties removed, which, on inquiry, will be found are continually experienced by both departments, in consequence of the Stamp-office having to conduct in part the work and business which it is conceived ought to be entirely performed by that department more immediately interested in bringing to perfection the postage-label system, at the least cost to the public.

Finally, to determine what would be a fair remuneration to allow your memorialist for his patent right, &c.

Charles Johnson, Esq., to Henry Archer, Esq.

Sir,

General Post Office, 24 Sept. 1850.

IN reply to your letter of the 12th instant, I am directed by the Postmaster-General to inform you that the question of compensation for your invention rests entirely with the Lords Commissioners of Her Majesty's Treasury.

I am, &c.,

(signed)

Chas. Johnson, for the Secretary.

Henry Archer, Esq., 24, Eccleston-place,
Eccleston-square.

S. M. Leake, Esq., to the Postmaster-General.

18,790 }
18,878 } 24/9.

My Lord,

Treasury Chambers, 27 September 1850.

WITH reference to your Lordship's Report of the 19th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to convey to you the authority of this Board for the payment to Mr. Henry Archer, out of the Post Office revenue, of the sum of three hundred pounds (300*l.*) for the machine for perforating postage label stamps, and a further sum of two hundred pounds (200*l.*) for his invention of the same.

I am, &c.,

(signed)

S. M. Leake.

G. B.

To the Right Honourable the
Postmaster-General.

Sir C. E. Trevelyan to the Postmaster-General.

19,471—4/10.

My Lord,

Treasury Chambers, 8 October 1850.

THE Lords Commissioners of Her Majesty's Treasury have had before them a letter from Mr. Henry Archer, complaining of the inadequate compensation paid to him for his machine for punching postage label stamps; and my Lords have directed me to inform your Lordship that they have caused the letter in question to be transmitted to the Commissioners of Inland Revenue, and have instructed that Board to place themselves in communication with your Lordship on the subject of Mr. Archer's complaint.

I have, &c.,

(signed)

C. E. Trevelyan.

The Right Honourable
the Postmaster-General.

Henry Archer, Esq., to J. Tilley, Esq.

24, Upper Eccleston-place, Eccleston-square,

15 October 1850.

Sir,

IN consequence of a letter which I addressed to the Lords of the Treasury on the 30th ultimo, their Lordships have been pleased to refer back my case to the Postmaster-General and the Commissioners of Stamps and Taxes, for reconsideration. I therefore beg to forward herewith, for his Lordship's information, a copy of the letter above referred to.

I have, &c.,

(signed)

Henry Archer.

To J. J. Tilley, Esq.,
Assistant Secretary, General Post Office.

COPY

MACHINE FOR PERFORATING POSTAGE LABELS.

29

COPY of Enclosure in foregoing.

24, Upper Eccleston-place, Eccleston-square,
30 September 1850.

Sir,

I have the honour to acknowledge the receipt of your letter of the 27th instant, on the subject of my patented invention for punching the postage label sheets, in which you inform me that the Lords of Her Majesty's Treasury had been pleased to direct the Postmaster-General to pay me the sum of 300*l.* for the machine, and the further sum of 200*l.* for the invention.

I beg leave to say in reply, that since I first received the written directions of the Commissioners of Stamps and Taxes to make this machine, I have been detained in London nearly three years, bestowing my time and attention to its construction and improvement; and besides the expense of taking out letters patent, I have made payments and incurred liabilities of machinists and mechanics to the amount of 900 *l.*, the greater portion of which expenditure was occasioned by the impediments thrown in my way by the present contractors for printing the postage stamps, as set forth in the memorial which I handed to the Secretary of the Treasury on the 15th of May 1850. I feel therefore the compensation offered to me to be so entirely inadequate, that I am induced to believe the decision of their Lordships has proceeded on some erroneous ground; and therefore am induced to hope that they will be pleased to reconsider the same.

I am willing to accept the amount the machine has actually cost me, and to leave the question of compensation for the invention to reference, in the manner suggested in my letter to the Secretary of the Treasury of the 19th instant.

I beg leave at the same time to state that since it is of importance the printing and punching should be performed by the same party and in the same place, I am prepared, in conjunction with the eminent engraver Mr. Branston, to contract not only for punching, but for engraving, printing and gumming the postage label sheets in a manner very superior to the present, at a price that will enable the Government to save 2,000 *l.* a year to the country; the operation to be performed either at Somerset House or at the Post Office, instead of at private premises as at present.

In order to test the comparative advantages of my improved over the present stamps, I would further propose that the old and new stamps should be issued to the public in equal proportions for a given time, in order to bring the relative merits to the test of experiment and public opinion.

In case the latter should not be preferred by the public, I will not require any remuneration.

I have, &c.
(signed) *Henry Archer.*

P.S.—In order that their Lordships may be able to judge of the magnitude and peculiar arrangement of the machine, I beg to forward herewith a drawing of it.

The following is a Copy of the Letter to the Secretary of the Treasury,
above referred to.

Sir,

19 September 1850.

MAY I request you will be pleased to let me know when I may expect payment for the machine for perforating the postage label sheets, which I furnished in January last to the Commissioners of Stamps and Taxes.

I have been detained in town several months in daily expectation of a settlement, and as further delay would subject me to serious inconvenience, injury, and annoyance, I am induced, very much against my inclination, to draw your

better for you to let the question of compensation for your invention be decided by Sir Charles Pasley or Sir Frederick Smith?" I feel bound to state that, in case the Treasury shall consider the course suggested by Mr. Mostyn the most advisable one under the circumstances to adopt, I should have no objection to refer the matter to either of the gentlemen suggested by him, or to any professional person, qualified as they are to appreciate the mechanical merits of the machine, and the utility of the invention in a public point of view.

To Cornwall Lewis, Esq., M.P.,
&c. &c.

I have, &c.,
(signed) *Henry Archer.*

Thomas Keogh, Esq., to Lieutenant-Colonel Maberly.

R. 6,408/50.
Sir,

Inland Revenue, Somerset House, London,
15 October 1850.

THE Commissioners of this Revenue have received a letter from the Treasury, desiring that they will place themselves in communication with the Postmaster-General, in reference to a representation made to their Lordships by Mr. Archer of the inadequacy of the sum awarded to him for his invention for punching sheets of postage label stamps; and I am directed to state that the Board are prepared to communicate with his Lordship in any mode he may prefer.

Lieutenant-Colonel Maberly,
&c. &c. &c.

I have, &c.,
(signed) *Thomas Keogh.*

Lieutenant-Colonel Maberly to Thomas Keogh, Esq.

Sir,

General Post Office, 17 October 1850.

WITH reference to your letter of the 15th instant, I beg leave to acquaint you that Mr. Parkhurst, of this office, has been directed to communicate with you on the subject of the remuneration awarded by the Treasury to Mr. Archer for his invention for punching sheets of postage label stamps.

T. Keogh, Esq.,
Office of Inland Revenue, Somerset House.

I have, &c.
(signed) *W. L. Maberly.*

Thomas Keogh, Esq., to Rodie Parkhurst, Esq.

Inland Revenue, Somerset House,
17 October 1850.

Dear Sir,

I SEND you the papers in Mr. Archer's affair, from which Colonel Maberly will be enabled to see how the business originated, and has advanced to its present position.

R. Parkhurst, Esq.

Yours, &c.
(signed) *Thomas Keogh.*

Lieutenant-Colonel Maberly to Commissioners of Inland Revenue.

Gentlemen,

General Post Office, 29 October 1850.

WITH reference to the Treasury Letter of the 8th instant, directing the Commissioners of Inland Revenue to place themselves in communication with the Postmaster-General on the subject of Mr. Archer's complaint of the inadequate compensation paid to him for his machine for punching postage letter stamps, I am directed by his Lordship to inform you, that he considers the amount of remuneration awarded by the Treasury for the invention of the machine, namely

existed with respect to the construction of, and alterations made in, the invention, his Lordship conceives Mr. Archer has a fair claim to be indemnified for the outlay he has incurred; at the same time, I am desired to point out that this department has no means of arriving at any just conclusion as to the amount of these expenses.

To the Commissioners of Inland Revenue,
Somerset House.

I have, &c.,
(signed) *W. L. Maberly.*

Thomas Keogh, Esq., to Lieutenant-Colonel Maberly.

7039/50.

Inland Revenue, Somerset House,
5 November 1850.

Sir,

I HAVE laid before the Board your letter of the 29th ultimo, relative to the compensation to Mr. Archer for his machine for punching postage label stamps.

I am directed to observe that, in reporting to the Treasury what occurred to the Board on the consideration of this matter, they set down as the cost of the machine 200 £., the amount for which one of a similar description could be now constructed, and 100 £. as a requital for the expense of various alterations which were made after the first machine had been tried and found liable to objections. It is manifest that a new contrivance must be more expensive than a machine made after a model. The Board were informed that the actual expenses amounted to more than 300 £.; but that their precise amount could not be stated, as Mr. Archer had paid some of the charges of the persons employed, but disputed others. Considering, however, that the expense of these alterations was in some degree attributable to the original defects of the contrivance, the Board regarded a portion of them as properly referable to the reward for the invention itself; and in suggesting the sum of 300 £. as a suitable reward, the Board treated as an element of it some portion of that expense. As, however, the Postmaster-General considers that 200 £. is a just amount of reward for the invention, it might be a solution of the difficulty in this case if the additional 100 £. were allowed on the score of expenses.

The Board have reason to believe, that if both the sums suggested in their report were awarded to Mr. Archer, he would be very slightly, if at all, a gainer by the transaction.

The foregoing are all the observations which the Board have to make on this subject.

Lieut.-Col. Maberly.

I have, &c.
(signed) *Thomas Keogh.*

Lieutenant-Colonel Maberly to Thomas Keogh, Esq.

Sir,

General Post-Office, 14 November 1850.

WITH reference to your letter of the 5th instant, I am directed by the Postmaster-General to acquaint you, for the information of the Commissioners of Inland Revenue, that his Lordship concurs in the proposition of that Board to allow Mr. Archer a further sum of 100 £., in addition to the amount already granted him by the Treasury, to indemnify him for the expenses he has incurred in the construction and modification of his machine for punching postage label stamps.

Thomas Keogh, Esq.
Office of Inland Revenue, Somerset House.

I have, &c.
(signed) *W. L. Maberly.*

The Postmaster-General to the Lords of the Treasury.

My Lords,

General Post Office, 18 November 1850.

I HAVE the honour to inform your Lordships that, in accordance with the directions contained in Sir C. Trevelyan's letter of the 8th ultimo, the Commissioners of Inland Revenue have been in communication with me on the subject

of Mr. Archer's representation of the inadequate compensation paid to him for his machine for punching postage label stamps, and to state that I concur in the proposition which they have now made in the matter, and which I presume will be submitted to your Lordships by that Board.

To the Lords Commissioners of
Her Majesty's Treasury.

I have, &c.
(signed) *Clanricarde.*

G. Cornwall Lewis, Esq. to the Postmaster-General.

My Lord,

Treasury Chambers, 17 January 1851.

WITH reference to the letter from this Board of 27th September last, directing your Lordship to pay to Mr. Henry Archer the sum of 300*l.* for the purchase of the machine invented by him for perforating the postage label stamps, together with a further sum of 200*l.* as a remuneration to him for his invention, I am directed by the Lords Commissioners of Her Majesty's Treasury to state that, their Lordships having reconsidered the claim of Mr. Archer, on account of the expenses incurred by him in this invention, have been pleased to award to him a further sum of 100*l.* for the purchase of the machine, and my Lords accordingly authorized your Lordship to pay to him the sum of 400*l.*, in lieu of the sum of 300*l.* as before directed.

My Lords desire that in making these payments, separate receipts should be taken from Mr. Archer; one for 400*l.* as the costs and charges for the machine, and the other for 200*l.* as a reward for the invention.

(signed)
The Right Honourable the Postmaster-General,
&c. &c.

I have, &c.
G. Cornwall Lewis.

G.B.

J. Tilley, Esq., to Henry Archer, Esq.

Sir,

General Post Office, 13 January 1851.

I AM directed by the Postmaster-General to inform you, that the Lords of the Treasury have now authorised him to pay you the sum of 400*l.* for the purchase of your machine for perforating postage label stamps; and a further sum of 200*l.* as a remuneration for the invention.

H. Archer, Esq.
24, Eccleston-place, Eccleston-square.

I have, &c.
(signed) *J. Tilley,*
Assistant Secretary.

J. Tilley, Esq., to Henry Archer, Esq.

Sir,

General Post Office, 3 May 1851.

Nor having received any reply to my letter of the 31st January last, informing you that the Lords of the Treasury had authorised the Postmaster-General to pay you the sum of 400*l.* for the purchase of your machine for perforating postage label stamps; and a further sum of 200*l.* as a remuneration for the invention: I have to request you will inform me whether you accept these sums, in order that the necessary receipts may be forwarded to you for your signature.

H. Archer, Esq.
24, Eccleston-place, Eccleston-square.

I have, &c.
(signed) *J. Tilley,*
Assistant Secretary.

STEAM COMMUNICATION WITH INDIA, &c.

RETURN to an Address of the Honourable The House of Commons,
dated 11 February 1851;—for,

- “ COPIES of a PROPOSAL made on or about the 8th day of September 1848 by the Peninsular and Oriental Steam Navigation Company to Her Majesty's Government, to effect an Estimated Saving to the Public of £.50,000 per Annum in the COST of CONVEYANCE of the MAILS between *England* and *Bombay*, combined with Additional and Improved Means of Transit; and of any CORRESPONDENCE between the Government and the *East India* Company in reference thereto : ”
- “ And, of any OFFERS to Her Majesty's Government by the Peninsular and Oriental Steam Navigation Company, under date the 17th day of July, and 2d day of November 1848, and 13th day of January 1851, for establishing a Steam Communication with *Australia*—(in continuation of Parliamentary Paper, No. 693, of Session 1850).”

Whitehall, Treasury Chambers, }
20 February 1851.

G. CORNEWALL LEWIS.

Ordered, by The House of Commons, to be Printed, 21 February 1851.

Peninsular and Oriental Steam Navigation Company,
London, 8 September 1848.

My Lords,
By order of the Directors of the Peninsular and Oriental Steam Navigation Company, I have the honor to make to your Lordships the following communication.

The Directors observe by a return to an Order of the House of Commons recently presented, that the cost of transmitting the India Mails between Bombay and Suez, through the agency of the East India Company, by steam-vessels averaging somewhat under 250 horses power each, amounted for the year 1847 to 105,000 *l.* (equal to 30*s.* per mile), of which 50,000 *l.* is paid by an annual vote of Parliament out of the revenue of the United Kingdom, and the remainder is paid out of the revenue of India.

They also observe by the Report of the Select Committee of the House of Commons which was appointed at the instance of Her Majesty's Government to inquire into the Navy, Army and Ordnance Estimates, that the annual cost of conveying the India and Corfu Mails for one year in 1846-7 by Her Majesty's packets between Malta and Marseilles, and Malta and Corfu by the small packets of inferior power then employed, amounted to 44,600 *l.* (equal to about 20*s.* per mile.)

And as the recent discontinuance of the arrangement with this Company for conveying the Bombay India mails (commonly called the bi-monthly mail), between Southampton and Alexandria, necessitates an extension of the service performed by Her Majesty's vessels to a monthly conveyance between Malta and Alexandria, as well as the employment of more powerful and consequently more

expensive vessels, the Directors estimate that the expense to the public of the conveyance of the mails between Marseilles and Malta, and Malta and Alexandria by vessels of Her Majesty of adequate power and efficiency, will not be less than 58,000*l.*, equal to 22*s.* per mile, (for the mode in which the Directors estimate the cost of this service, I beg to refer to the accompanying Paper marked A.)

Making the total cost of the India mails between Bombay and Suez, and Alexandria and Malta once a month, and of the smaller or express portion of the mails (forwarded *via* France) between Malta and Marseilles twice a month, equal to 163,000*l.*

Looking to these facts, and the known anxiety of Her Majesty's Government to economise the public resources, the Directors feel that they would not be justified in neglecting to bring under the immediate consideration of your Lordships the following proposal.

The Directors, on behalf of the Peninsular and Oriental Steam Navigation Company, propose to undertake the conveyance, by steam-vessels of not less than 400 horses power, of the mails between Bombay and Suez once a month (as at present performed by the East India Company with vessels of the average of under 250 horses power), at a mileage rate of 20*s.*, being 10*s.* per mile less than the present cost of the service by the vessels of the East India Company, which, as before stated, is equal to 30*s.* per mile.

They also propose to undertake the conveyance of the same mails between Alexandria *via* Malta and Southampton once a month, and the overland portion of the mails addressed *via* France twice a month between Malta and Marseilles, with vessels of not less than 300 horses power, at a mileage rate of 7*s.*

This rate would amount for the service between Bombay and	£.
Suez, calculated at 70,000 miles, to, per annum - -	70,000
And for the service in the Mediterranean, and to and from	
Southampton, calculated at 123,600 miles at 7 <i>s.</i> , to, say -	43,000
	<hr/>
	£. 113,000

instead of 163,000*l.*, the present estimated cost of the service, and which would effect a reduction in the public expenditure of 50,000*l.* per annum.

In the event of the above proposal being accepted by Her Majesty's Government, the Directors would be prepared, within a short time, to undertake the service with vessels of such a description as would ensure an acceleration under ordinary circumstances, as compared with the average time hitherto occupied in the transmission of the mails from Bombay to Suez, of about three days.

The Directors beg leave to recapitulate the public advantages, which they consider to be involved in their present proposal.

- 1st. A saving in the public expenditure of about 50,000*l.* per annum.
- 2d. An important acceleration in the transmission of the Bombay branch of the India mail.
- 3d. The restoration of an important branch of the postal communication with India, namely, that of the bi-monthly mail between Southampton and Alexandria now withdrawn, and the discontinuance of which is already causing considerable inconvenience and dissatisfaction to that large portion of the community socially or commercially connected with India.
- 4th. An improvement in the means of passage for the numerous officers connected with the public service; merchants and others passing between India and England *via* the Bombay Presidency, and a cheaper and more extended

(A.)

ESTIMATE of the Annual Cost of conveying the Mails by Three efficient Government Steamers between *Alexandria, Malta, and Marseilles.*

	£.	s.	d.
Three steam-vessels of 300 horses power each ; first cost 45,000 l. each, or 135,000 l. for the whole.			
Wear and tear, 10 per cent.	} 25 per cent.		
Depreciation - 5 per cent.			
Sea risk - 6 per cent.			
Interest - 4 per cent.			
and 25 per cent. on the cost of 135,000 l. - - - - -	33,750	-	-
Wages : Complement of 80 persons to each steamer, 3,500			
Victualling ditto - - - - -	1,500		
£. 5,000 multiplied by 3	15,000	-	-
Coals for steaming 52,000 miles at 8 miles per hour, 6,500 hours.			
At 25 cwt. per hour (Coals at 30s. per ton), 8,125 tons - - - -	12,187	10	-
Oil, 1,100 gallons at 4s. - - - - -	£. 220		
Tallow, 40 cwt. at 50s. - - - - -	100		
	320	-	-
Cr.	61,257	10	-
Net return for passage-money, deducting provisions - - - -	3,000	-	-
	£. 58,257	10	-

Note.—This estimate does not include sea or engine-room stores, such as paints, nails, canvas, cordage, cotton waste, water, &c.; say, per annum 1,000 l. Neither is the cost of agency included.

Sir,

Treasury Chambers, 20 September 1848.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury, to transmit to you the enclosed copy of a letter from the Peninsular and Oriental Steam Navigation Company, dated 8th instant, offering to contract for the conveyance of the Bombay monthly mail between Bombay and Suez, and Alexandria and Southampton, as well as for the conveyance twice a month between Malta and Marseilles, of that portion of the Bombay and of the Calcutta and China Mails which is sent through France; and I am to request that you will lay the same before the Lords Commissioners of the Admiralty, and move their Lordships to give their careful attention to the subject, and favour this Board with any observations they may have to offer upon it.

I am, &c.

The Secretary to the Admiralty.

(signed) C. E. Trevelyan.

Sir,

Admiralty, 4 October 1848.

WITH reference to your letter of the 26th ultimo, transmitting the copy of a letter from the Peninsular and Oriental Steam Navigation Company, dated 8th ultimo, offering to contract for the conveyance of the Bombay monthly mail between Bombay and Suez, and Alexandria and Southampton, as well as for the conveyance twice a month between Malta and Marseilles, of that portion of the Bombay and of the Calcutta and China Mails which is sent through France. I am commanded by my Lords Commissioners of the Admiralty, to acquaint you, for the information of the Lords of the Treasury, that in reporting their opinion upon the letter from the Peninsular and Oriental Steam-packet Company, My Lords find three propositions which may be considered distinctly, though they are included in one general offer.

1st. The Company offer to undertake the mail service between Bombay and Suez, at present performed by the vessels of the East India Company, for a mileage rate of 20 shillings.

To this my Lords see no objection, and though the payment is high, yet the expense of coals and repairs at such a remote distance may possibly justify it, as is asserted by the Company.

2d. The Company propose that the bi-monthly line between Southampton and Malta should be resumed, and entrusted to them at a mileage rate of 7 *s.* The convenience of this might be considerable to commercial houses, and others receiving bulky correspondence or books, but my Lords doubt whether the direct advantage to the Government be sufficient to compensate the expense.

3d. They propose that the mail service now performed by Her Majesty's vessels between Marseilles, Malta and Alexandria should be transferred to them. My Lords see no advantage to be derived from this change. There does not appear to be any reason why the Company should be able to perform this service more economically than this department, since but little commercial profit can be realized from voyages between Marseilles and Alexandria, and they would not possess the facilities for repairs at present enjoyed by the packets in the dockyard at Malta, and these would more readily, on occasion, form part of the general naval force of the country in the Mediterranean.

My Lords direct me to remark, that the calculations in the letter from the Company are not to be relied upon; for instance, the writer of the letter, in calculating the mileage performed in 1847, has omitted more than half the distance of the Ionian route. He appears to have assumed a straight course between Malta and Corfu, instead of measuring the course by Zante, Argostolo, and Patras, and by this mistake alone he has added one-fourth to the real amount of mileage. But the mileage of last year is not a criterion of the present year; the route having been extended without a corresponding increase in the number of vessels. The estimate appended to the letter of the annual cost of three vessels is also incorrect, being much larger than the estimate made in this department.

I am, &c.

Sir C. E. Trevelyan, Treasury.

(signed) *W. A. B. Hamilton.*

Sir,

Treasury Chambers, 28 October 1848.

* These letters are printed at length.

I AM directed by the Lords Commissioners of Her Majesty's Treasury, to transmit to you the enclosed extracts * from a letter from the Peninsular and Oriental Steam Navigation Company, and from a report from the Secretary to the Admiralty relating to a proposal which has been made by the Directors of the said Company to contract for the conveyance of the Mails between Suez and Bombay, (towards the expense of which, an annual contribution of 50,000 *l.* is paid by Her Majesty's Government), upon conditions which it is alleged will effect an important acceleration in the transmission of the Mails, as well as a considerable saving of expense, and, my Lords desire me to request, that you will move the Commissioners for the Affairs of India, to bring this proposal under the consideration of the Court of Directors of the East India Company, and to communicate to their Lordships the opinion at which the Court may arrive.

I am, &c.

The Secretary to the Board of Control.

(signed) *C. E. Trevelyan.*

Sir,

India Board, 21 December 1848.

In reference to your letter of the 22d October last.

Directors of the East India Company, and I herewith transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, copy of a letter from the Secretary to the East India Company, containing the opinion of the Directors upon the proposal referred to.

I am, &c.

Sir C. E. Trevelyan, K.C.B.

(signed) *Hugh Stark.*

Sir,

East India House, 14 December 1848.

I HAVE laid before the Court of Directors of the East India Company your letter dated 27th October, submitting, with the view of obtaining the Court's opinion thereon, extract from a letter from the Peninsular and Oriental Steam Navigation Company, which the Commissioners for the Affairs of India have received from the Lords of Her Majesty's Treasury, relating to a proposal made to their Lordships by the said Company for the conveyance of the mails between Suez and Bombay, upon conditions which, it is alleged, will effect an important acceleration in the transmission of the mails, as well as a considerable saving of expense.

And in reply, the Court have desired me to refer you to the correspondence which passed in the year 1844, between the late President of the India Board and the Chairman and Deputy Chairman, when a plan for extending and accelerating the mail communication between this country and India was under consideration, in which correspondence was included a proposal that the Bombay and Suez line should be conducted by the Peninsular and Oriental Steam Navigation Company. It will be perceived that the Court on this occasion distinctly recorded their opinion "that the public interests require that the Bombay and Suez line should remain in the hands of the East India Company," and that, with the concurrence of the Commissioners for the Affairs of India, the Court replied to the proposal of the Steam Company "that they must decline to transfer to any other agency the mail service between Bombay and Suez."

The Court have commanded me to state that the views they entertained in 1844, with respect to this particular line, continue unchanged, and to observe, in conclusion, that the vessels of larger power and increased accommodation which they proceeded to construct in furtherance of the arrangements which were then agreed upon for accelerating the mail communication with India generally, were not completed and in operation upon the Bombay and Suez line during the period embraced by the Parliamentary Returns to which the Peninsular and Oriental Steam Navigation Company allude in their recent proposal.

I have, &c.

Thos. Wyse, Esq.
&c. &c. &c.

(signed) *James C. Melvill.*

(A.)

Peninsular and Oriental Steam Navigation Company,
London, 17 July 1848.

My Lord,

I AM instructed by the Board of Directors of the Peninsular and Oriental Steam Navigation Company, to acquaint your Lordship that several influential parties connected with Australia and New South Wales have again lately urged strongly upon this Company the propriety of opening a communication with Her Majesty's Government, upon the subject of procuring for those distant and highly important colonial possessions of the British Empire the benefits to be derived from connecting them with England and India, by means of a Mail Steam Packet Service.

The Directors are aware that for a long period measures for this object have been warmly pressed upon the attention of Her Majesty's Government, on the grounds of the important advantages it would confer upon the mercantile interests of Great Britain in general, and upon those connected with the colonies in question in particular; and the Directors have been assured that Her Majesty's Government have favourably considered the subject, not only upon those grounds, but also from being impressed with the importance, in a political point of view, of carrying such a measure into effect, and that it has only been delayed in consequence of the present financial position of the country.

From the fact of this Company having a large fleet of eleven steam ships employed in

possible expense to the country, and probably at less hazard to its proprietary than to a new company, if such could be formed for the purpose, unavoidably deficient as the latter must be in the experience so much needed to render the undertaking creditable and effective.

This question has fully engaged the attention of the Directors, and they have for a long time past collected information upon the subject. In reference to the annual expense required for maintaining efficiently a regular monthly mail steam packet communication between Sydney and Singapore, they are enabled to speak with some confidence; but it appears impossible to arrive at any approximate calculation of what the probable receipts of the conveyance of passengers and goods would be, so as to diminish the cost of the service, and those parties who might be supposed to afford some correct information upon the latter head differ so widely in their views, that it would be hazardous to venture even the expression of an opinion on that important branch of the question.

Under such circumstances the Directors respectfully submit that the most prudent course of proceeding would be, to open the line of communication by steam vessels with Australia as an experiment for 12 months, and the accompanying paper, No. 1, contains a plan and proposal upon the subject.

It is estimated that the working expenses, such as coals, wages, &c. for six voyages would amount to about 29,800*l.*, independently of providing the two steam ships required for the service, which it is proposed shall be procured by hire for 12 months, instead of purchasing vessels for the temporary service, which would involve a very heavy additional outlay.

In laying these suggestions before your Lordship, I am desired by the Directors to state that they have not been actuated by the desire to extend the difficult and anxious service in which they are already engaged in the eastern seas, which is already attended with much risk and responsibility, but the subject having been so strongly urged upon them, on the grounds already stated, and from so many different quarters, they felt there was no other course for them to pursue than to offer to render available for the object in view the services of an already established concern, and they trust that your Lordship and Her Majesty's Government will recognize that in the plans herewith submitted, the Directors have been influenced by a disinterested spirit so far as this Company is concerned.

I have, &c.

(signed) C. W. Howell,
Secretary.

To the Right Honourable
The Earl Grey.

P.S.—The Directors beg respectfully to intimate that copies of this letter and proposal are forwarded to the Lords Commissioners of the Treasury and of the Admiralty, for the information of those departments.

No. 1.

PLAN and Proposal for extending the Mail Steam Packet Service from *Singapore* to *Sydney* in 1849.

THE line between Singapore and Sydney to be opened experimentally in 1849 for 12 months by two chartered steam ships of not less than 250 horse power, capable of carrying fuel for at least 1,200 miles, and therefore of not less than from 700 to 800 tons each.

The Lords of the Admiralty to advertise for tenders for two such ships, and that the choice of the vessels and decision upon the tenders shall rest with their Lordships.

That the Peninsular and Oriental Company shall undertake, free of any charge for agency or management in London, the conduct of this experiment for 12 months, during which time six voyages between Singapore and Sydney (or one for every two months) may be performed by the two chartered ships, and that the Directors shall consent that no commission for agency shall be charged by any of the existing agents of the Peninsular and Oriental Company at any foreign agency during the period of that experiment.

That for the purpose of trying this experiment, during the preliminary arrangements Her Majesty's Government do give the requisite aid towards forming and protecting three depôts for coals, at such points as may be considered suitable to enable vessels of 800 tons burthen to be employed.

Three stations (independently of Singapore and Sydney) will be necessary for this purpose, otherwise much larger and more expensive vessels would be required to carry a larger quantity of fuel for the greater distance, and the expense of navigating vessels so much larger than would otherwise be required, would greatly increase the expenditure without any increased return or receipts for passengers.

Her Majesty's Government may, if they think fit, appoint one or two competent officers to accompany the two ships, who shall have every opportunity afforded them of ascertaining all the expenses incurred during the time specified, and also to satisfy Her Majesty's Government that proper exertion is made by the agents, and to procure passengers and freight for the ships, in order to reduce the expense of this experiment; and that those officers shall report fully to the Lords of the Admiralty the results of each voyage.

The information thus to be acquired will enable Her Majesty's Government to arrive at correct data, and to ascertain what annual amount of mail-contract money will be required for maintaining, with efficient vessels, a regular monthly steam communication for the object in question under a mail contract hereafter.

When the six voyages shall have been made, and the profit or loss consequent on the experiment shall have been ascertained, the amount of such profit or loss shall be divided in the following proportions:—One-third to Her Majesty's Government; One-third to the Colonial Government; and One-third to the Peninsular and Oriental Company

It would be proper to stipulate that the service shall then be put up to public tender for 10 years, and that in the event of a loss having been sustained in this experimental undertaking (which is more than probable), it shall be a condition that whoever obtains the 10 years' contract shall be bound to repay to the Peninsular and Oriental Company the amount of the said one-third of the loss incurred by the Company in making the experiment referred to.

Peninsular and Oriental Steam Navigation Company,
London, 2 Nov. 1848.

Sir,

In consequence of the advertisement issued by the Lords Commissioners of the Admiralty, calling for tenders for establishing a steam communication for mails and despatches between Sydney and Singapore, I have the honour, by order of the Directors of the Peninsular and Oriental Steam Navigation Company, to submit to you, for the consideration of their Lordships, the following proposals:

1st. The Directors beg leave to refer to a proposal for an experimental opening of the desired communication made by them under date 17 July last, to Her Majesty's Secretary of State for the Colonies, a copy of which I have the honor to transmit herewith, marked (A).

See p. 5.

As the Directors have not yet been favoured with any reply to that proposal, and are consequently ignorant of the intentions of Her Majesty's Government in respect to it, they now beg to repeat their willingness to abide by it; and also to state that they are willing to modify it, so far as to withdraw the condition that an indemnification for the Company's proportion of any loss which may be incurred in making the experiments, shall be made to this Company in case any other party shall succeed in obtaining a contract in public competition for the permanent execution of the contemplated service.

2d. The Directors respectfully decline to make any tender for performing the service by means of schooners, with auxiliary power and screw propellers, for the following reasons:

Having given a close attention to the performance of such vessels on long voyages, they feel convinced that any attempt to maintain by such means an efficient postal communication with Australia would prove a failure, would consequently create dissatisfaction among that portion of the public interested in obtaining an improved communication with our important colonies in that quarter, and would compromise the reputation which the Directors trust this Company has earned by an efficient performance of the contract mail service during a period of upwards of 11 years that they have been connected with it.

As the Sydney steamers would necessarily be only a branch line in connection with the main line from China and India, a tolerable certainty of arrival at Singapore, so as to be able then to transfer the mails, and to the corresponding homeward bound steamer from China, would be indispensable to the maintenance of an efficient postal communication with Sydney.

An auxiliary power screw vessel, to have any chance of ensuring this certainty of arrival at Singapore on a voyage of 4,460 miles, would require to start from Sydney a fortnight or three weeks earlier than a full power efficient paddle-wheel steamer would require to do; this would to a great degree neutralize the advantages of the proposed communication, and render it little better than the existing means of communication *viâ* the Cape of Good Hope.

On the other hand, should the auxiliary screw vessel delay her departure from Sydney until about the time that a full power paddle-wheel steamer would start, it is probable that in the greater number of trips she would fail to overtake the homeward bound steamer from China at Singapore, and thus a whole month would be lost. Similar derangements would occur on the outward route.

3d. The Directors have, therefore, deemed it expedient to limit their tender to the performance of the service, by efficient full power paddle-wheel steamers, as specified in the printed form of tender herewith sent; and they beg to submit for their Lordships' information their estimates, upon which they have calculated that an annual sum of 60,000 *l.* will be required to remunerate the Company for the performance of the service in the manner they propose, which will be found in the accompanying paper marked (B).

See p. 9.

On reference to these estimates, it will be seen that the expense of forming and maintaining floating coaling depôts at Cape York and Sandy Cape, the annual cost of which is estimated at 6,000 *l.*, has not been included; the Directors considering that through the employment of convicts and small military detachments for their protection against the aborigines in the vicinity of those localities, coaling establishments on shore may be maintained at a less cost by Government. Should Her Majesty's Government, however, decline to take under its charge the establishment and maintenance of such coal depôts, the Directors will be compelled to add to the amount of their tender the said sum of 6,000 *l.*

It will also be observed by the papers referred to, that the Directors have estimated the probable annual sum to be realised from traffic in the conveyance of passengers, &c. at 10,000 *l.*

With reference to this item, they beg leave to observe, that although for a period of nearly two years during which the establishment of steam communication with Australia has been pressed on public attention, they have devoted much of their endeavours to the obtaining of

authentic information on this very essential point, such has been the discrepancy of opinion of persons apparently competent to judge of it, that the Directors do not feel themselves warranted to make any higher estimate of that branch of income.

They are, however, ready to admit a condition in the contract, that their Lordships' agents in the contract steamers shall have the means afforded to them of ascertaining the earnings of these vessels from passage money and freight, and that a separate account shall be kept by the Company for this branch of their operations, and that after deducting all fair expenses attaching to it, together with the 26 per cent. as estimated for repairs, depreciation, insurance and interest on capital, the surplus, if any, shall be deducted from the amount to be paid by the public for the conveyance of the mails.

On the other hand, the Directors will stipulate for the option of determining the contract on giving six months' notice to that effect, should the service prove unremunerative to the Company on the terms herein proposed.

The Directors observe a condition not hitherto introduced into contracts for the mail service inserted in the "Conditions" upon which tenders for this service are invited, namely; "That the quarterly payments are only to be made on production of certificates from the proper officers that the contract has been strictly and punctually performed."

The Directors respectfully decline to admit this condition.

The Directors desire me further to state, that should any other party propose to undertake this service on terms which their Lordships may consider more advantageous to the public than those which the Directors have herein submitted, this Company will be willing to co-operate with such party through the means of its established lines of communication between Singapore, India and England, assuming that such party will possess the means and experience necessary to ensure an efficient establishment and maintenance of the proposed communication.

I have, &c.

(signed) *C. H. Howell*,
Secretary.

To the Secretary of the Admiralty.

**TENDER for STEAM VESSELS for performing the Mail Service between *Singapore and Sydney*,
New South Wales.**

DESCRIPTION and Names of Vessels.	Tons by Register.	Where Lying.	Horse- power.	Draft of Water when Ready for Sea.	Speed.	Consumption of Coals in each 24 Hours.	Day on which the Vessel will be Ready.	
							For Survey.	Complete for Sea, on the part of the Owners.
				<i>feet. inches.</i>	<i>knots p. hour.</i>	<i>Cwts.</i>		
Lady Mary Wood -	296	Ceylon -	260	12 6	9	20	} - - three months after signing con- tract.	
Tiger - - -	330	Southampton	260	12 0	9	20		
Jupiter - - -	288	Peninsula - on her voyage.	220	11 6	9	20		
Or other Vessels of a similar Class.								

Sir,

122, Leadenhall-street, 2 November 1848.

WE hereby offer to the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned steam-vessels for seven years certain, at the rate of 60,000 *l.* per annum, for conveying the said mails between Singapore and Sydney; subject to the several terms, rules and regulations specified in the conditions exhibited to and perused by us, and referred to in an advertisement for tenders for the service above-mentioned, published in the London Gazette on the 26th of September 1848, and subject to the conditions specified in our letter of this date.

In the event of this tender being accepted, we engage that the vessels shall be ready for survey and complete for sea on or before the respective times above-mentioned, complete on the owners part, in every respect, in failure of which we do hereby jointly and severally engage to forfeit and pay to Her Majesty the sum of 10 *l.* for each day any vessel shall be delayed beyond the respective days above-mentioned, and the Commissioners are in that case to have the option of rejecting her altogether.

And further, we do hereby agree with the said Commissioners to execute to them, on our behalf, a contract or agreement according to the said conditions.

For the Peninsular and Oriental Steam Navigation Company,

(signed) *C. W. Howell*,
Secretary.

The Secretary of the Admiralty.

(B.)

ESTIMATE of Expense of Maintaining a Monthly Line of Steamers between *Singapore* and *Sydney*, touching at *Batavia*, by means of three Steamers of 600 to 800 tons, and of 200 to 300 horses-power.

ROUTE.

Singapore to Batavia, per measured distance	-	-	-	550 miles.
Batavia to Copang	-	ditto	-	1,000 "
Copang to Cape York	-	ditto	-	1,110 "
Cape York to Sandy Cape	ditto	-	-	1,080 "
Sandy Cape to Sydney	-	ditto	-	720 "
				<hr/> 4,460 miles.

Length of voyage to and from Sydney, 8,920 miles.

Coaling stations, and cost of coals delivered thereat :

Singapore, say	-	-	-	200 tons, estimated cost 36s. per ton.
Batavia, say	-	-	-	100 " " " 36s. "
Copang, say	-	-	-	250 " " " 55s. "
Cape York, say	-	-	-	300 " " " 50s. "
Sandy Cape, say	-	-	-	100 " " " 46s. "
Sydney, say	-	-	-	165 " " " 36s. "
				<hr/> 1,115 tons.

Average price for English coal for all the ports, 45s. per ton, including the expense of landing, storage, and shipping.

Steaming at the rate of 8 miles per hour, it would take 1,115 hours to complete the voyage to and from Sydney, which at a consumption of 20 cwt. per hour, is 1,115 tons for the voyage, at an average cost as per above statement of 45s. per ton, is - £. 2,508 15 -

Engineer's stores, paint, &c., per voyage	-	-	-	100 - -
				<hr/> £. 2,608 15 -

and 2,608l. 15s. × by 12 voyages =	-	-	-	£. 31,305
Wages 280l. per month, is for 12 months	-	3,360		
Victualling crew, 144l. per month	-	1,728		
				<hr/> £. 5,088 × 3 = 15,264

Agencies, port-charges and pilotage, say	-	-	-	2,500
				<hr/> £. 49,069

CAPITAL.

Value of three steam-vessels tendered, including expense of placing them on the station, 80,000l.

				£.
Wear and tear, 10 per cent.	-	-	-	8,000
Depreciation, 5 per cent.	-	-	-	4,000
Insurance, 6 per cent.	-	-	-	4,800
Interest, 5 per cent.	-	-	-	4,000
				<hr/> 20,800
Less,				69,869
Estimate of net returns for freight and passage-money	-	-	-	10,000
				<hr/> £. 59,869

Estimated annual expense of keeping up two coal hulks at Cape York and at Sandy Cape on the north-east coast of Australia, the first cost of each being calculated at 4,785l.

Wages and victualling for 12 months	-	-	-	2,049
Wear and tear, insurance, &c. on cost	-	-	-	957
				<hr/> £. 3,006 × 2 = 6,012

Peninsular and Oriental Steam Navigation Company,
London, 13 January 1851.

Sir,

WITH reference to my letter of the 22d January last year, submitting, by order of the Directors of the Peninsular and Oriental Steam Navigation Company, a proposal for establishing a steam postal communication with Australia, in combination with other lines of steam intercourse therein specified,—I have now the honour to address you, for the information of the Lords Commissioners of the Admiralty, the following communication :

The correspondence in reference to this subject, published by order of the House of Commons, having shown that a difficulty existed as to the carrying into effect simultaneously the whole of the plan proposed by this Company, in consequence of the unwillingness of the East India Company to relinquish the line of postal communication between Bombay and Suez, carried out by vessels of the Indian navy, the Directors of this Company, in order to obviate that difficulty, intimated their willingness to postpone the commencement of that part of their plan until such time as Her Majesty's Government should be in a position to deal with that branch of the service.

In the meantime they proposed to establish, with all practicable speed, the communication between Singapore and Australia, and the other part of their plan for which they had vessels ready.

This proposal not having met with acceptance, and difficulties still appearing to the directors to exist on the part of the East India Company, they more recently again intimated to Her Majesty's Government their willingness to establish the desired communication with Australia, in connexion with a line of steam-vessels to ply between Calcutta, Penang, Singapore and Hong Kong, to be arranged so as to afford a twice-a-month postal communication between this country and China, and a direct steam communication between Bengal, the Straits Settlements, China and Australia, excluding the Bombay and Suez service altogether from their proposal.

And they offered to undertake the specified service at a mileage rate of 6s. 3d., being exactly *pro rate itineris* to the sum which they required for executing the whole service embraced in the original plan.

As the proceedings of this Company, in reference to the object in question, have been already the subject of considerable public misrepresentation, and the question of steam communication with Australia appears to be destined to further protraction and public discussion, the directors feel it to be their duty, in justice to their constituents, to place on record the circumstances herein stated, the suggestions and proposals referred to having been communicated now officially to a member of the Government.

I have, &c.

(signed) C. W. Howell,
Secretary.

The Secretary of the Admiralty.

STEAM COMMUNICATION WITH INDIA.

COPIES of a Proposal made by the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY to Her Majesty's Government relative to the Conveyance of the Mails between *England* and *Bombay*; and CORRESPONDENCE between the GOVERNMENT and the East India Company in reference thereto; and of any ORDERS to Her Majesty's Government by the said Company for establishing a Steam Communication with *Australia*.

(*Mr. Willcox.*)

*Ordered, by The House of Commons, to be Printed,
21 February 1851.*

73.

Under 2 oz.

WEST INDIA CONTRACT MAIL SERVICE.

RETURN to an Order of the Honourable The House of Commons,
dated 5 May 1851 ;—*for*,

A COPY “ of any CONTRACT entered into by the Lords Commissioners of the Admiralty and the Royal Mail Steam Packet Company, for a Continuance of the WEST INDIA CONTRACT MAIL SERVICE, and an Extension of the MAIL SERVICE to *Brazil*; and of any Tenders or Proposal received from other Parties for the execution of such Service; stating also whether the Contract referred to was made by Public Tender, or by Private Arrangement without Public Tender.”

Admiralty, }
14 May 1851. }

J. H. HAY,
Chief Clerk.

Ordered, by The House of Commons, to be Printed, 15 May 1851.

SCHEDULE OF PAPERS.

- 1.—Copy of Contract with the Royal Mail Steam Packet Company for a Continuance of the West India Contract Mail Service, and an Extension of the Mail Service to Brazil - - p. 1
 - 2.—Copies of Tenders and Proposals received from other Parties, for the performance of the Mail Service to Brazil (Five in Number) - - - - - p. 22
 - 3.—Memorandum as to whether the Contract referred to was made by Public Tender, or by Private Arrangement without Public Tender - - - - - p. 31
-

— No. 1. —

COPY of CONTRACT with the ROYAL MAIL STEAM PACKET COMPANY for a Continuance of the WEST INDIA CONTRACT MAIL SERVICE, and an Extension of the Mail Service to *Brazil*.

ARTICLES of AGREEMENT made this fifth day of July, in the Year of our Lord 1850, between the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland (for and on behalf of Her Majesty) of the one part, and “ The Royal Mail Steam Packet Company ” of the other part.

WITNESS, that the said company hereby covenant, promise, and agree with the said Commissioners for and on behalf of Her Majesty, that the said company shall and will at all times during the continuance of this contract, or so long as the whole or any part of the service hereby agreed to be performed ought to be performed in pursuance thereof, provide, maintain, keep seaworthy and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, all Her Majesty's mails (in which all despatches and bags of letters are agreed to be comprehended) which shall at any time and from time to time by the said Commissioners or Her Majesty's Postmaster-general, or any of the officers or agents of the said Commissioners or Postmaster-general, be required to be conveyed, a sufficient number (not less than 15) of good, substantial, and efficient steam vessels, ten of such vessels to be built of wood, and to be of such construction and strength as to be fit and able to carry guns of the largest calibre now used on board of Her Majesty's steam vessels of war, and each of such vessels to be

A sufficient number of wooden steam vessels (not less than 15) to be in readiness.

Ten of them with engines of 400-horse power.

Also a sailing vessel of 100 tons burthen at east.

As to the officers and crews thereof.

All subject to Admiralty approval.

No vessel with engines of less than 400-horse power to perform Atlantic service except by special permission, and such vessels, when required, to be employed intercolonially.

Disabled vessels to be replaced.

Mails to be conveyed with all possible speed, according to Tables of Routes.

Passages and stoppages of vessels stated in Routes to be considered as those to be adhered to under ordinary circumstances.

Company's superintendents abroad may change vessels where required.

If no branch vessel in attendance, company's superintendents to hire vessel to carry forward mails if thereby greater dispatch.

Vessels leaving United Kingdom to leave at any port and times as Admiralty shall appoint by writing.

engines of not less than ~~250~~ collective horse power, and the remaining vessel to have a steam engine or engines of not less than 60-horse power, the said vessels to be of such construction and strength as to be fit and able to carry guns of the same calibre as steam vessels of similar power in Her Majesty's service. And also a good, substantial, and efficient sailing vessel, to be built of wood, of at least 100 tons burthen. All such steam and sailing vessels always to be supplied and furnished with all necessary and proper apparel, furniture, lightning conductors on Snow Harris's principle, stores, charts, chronometers, proper nautical instruments, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps and other proper means for extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the service hereby contracted to be performed; and also manned with competent officers, of whom all commanders and first and second officers, if not officers of Her Majesty's Navy, shall have undergone, or on arriving in England shall undergo, an examination and produce certificates of fitness for their respective situations from the Board of Examiners appointed or which may be appointed by Act of Parliament or Order in Council for the examination of masters and mates in the merchant service, and a sufficient crew of able seamen and other men; and all the said steam vessels to be likewise manned and supplied with competent and efficient engineers, machinery, and engines, and to be in all respects, as to vessels, engines, equipments, engineers, officers, and crew, subject in the first instance and from time to time, and at all times afterwards, to the approval of the said Commissioners, and of such persons as shall at any time or from time to time have authority under the said Commissioners to inspect and examine the same. And no vessel with engines of less than 400-horse power shall under any circumstance whatsoever, except by special permission of the said Commissioners, be employed in any voyage under this contract on the Atlantic service, either out or home; and that whenever necessary, or whenever required by the said Commissioners, one or more of the said ten vessels with engines of not less than 400-horse power shall be employed intercolonially in addition to the said four vessels, with engines of not less than 250-horse power. And that the said company shall, in every case of the said steam vessels or sailing vessels, or any of them, becoming disabled, immediately at their own cost and charge replace the same by good and efficient vessels of similar tonnage or horse power, obtained by hire or otherwise.

That the said company shall and will, during the continuance of this contract, in every case diligently, faithfully, and to the satisfaction of the said Commissioners, and with all possible speed, convey the said mails on board the said vessels respectively, as mentioned in the Tables of Routes (numbered 1 to 8 inclusive) hereunto annexed.

As the intervals of time in which the different vessels will perform the passages stated in the Plan of Routes, as also the stoppages made at each of the mentioned places, from unforeseen causes may differ from those respectively assigned to them by estimation, yet the intervals mentioned therein both of passages and stoppages shall be considered as those to be adhered to under ordinary circumstances.

Although no alteration can be made in the routes without permission of Her Majesty's Government, still the company's superintendents abroad are authorized to change the vessels where required.

If on arrival of the outward mails at the appointed rendezvous abroad there should be no branch vessel in attendance to receive them, the company's superintendents for the time being shall engage any vessel that can be conveniently hired to carry forward the branch mails on those occasions, provided that by such means the mails would reach their destination sooner than if retained for conveyance by the company's branch vessels next to arrive.

That notwithstanding anything which may be herein stated, the said vessels which shall leave this kingdom in performance of this contract shall, if the said Commissioners at any time or times think fit, leave any port or place whatever in Great Britain or Ireland, on such days of the month, at equal intervals of days, and at such hour, with the mails on board, as the said Commissioners shall at any time or from time to time appoint by writing under the hand of the Secretary

tary of the Admiralty; and in every case the vessels shall put to sea as soon as the said mails are on board; and the home mails shall be delivered at the same port in Great Britain or Ireland as the vessel is for the time being to leave Great Britain or Ireland in performance of this contract; and in case of Southampton not being the port of departure, the place of departure for the time being shall be considered as the place substituted for Southampton in the Tables hereinbefore mentioned or referred to.

Vessels to put to sea when mails on board, and mails to be delivered in United Kingdom at port of departure.

That at each of the places and ports at which any of the said vessels, whether steam or sailing vessels, are or may be appointed to call or proceed in the performance of this contract, and where no time is hereby specifically fixed for their stay, they shall remain so long only as shall be required for landing and embarking the mails, leaving the precise stay of the said vessels at such places to be determined by the said Commissioners, and with power to the said Commissioners also, when so determined, to alter the same from time to time in such manner as in their judgment will afford the greatest accommodation to the different places and ports, consistently with ensuring the due arrival and departure of the said several vessels with the mails, at and from the ultimate places of their destination, at the proper times.

Vessels to remain at ports where notice is specifically fixed so long only as required for landing and embarking mails, but subject to Admiralty directions.

And the said Company shall and will, at the expiration of three calendar months' notice in writing under the hand of the Secretary of the Admiralty, alter and from time to time vary the periods of the stay of the said vessels at all or any of the respective places in the Tables of Routes hereinbefore mentioned or referred to, or to which they may have to proceed in the performance of this contract, and the times of their arrival and departure, according to the directions which the said Company may at any time or from time to time receive from the said Commissioners as aforesaid.

At three months' notice company to alter times of stay of vessel at places in Table of Routes, and also arrival and departure of vessels.

That the said Company also shall and will, at the expiration of three calendar months' notice in writing under the hand of the Secretary of the Admiralty, alter and from time to time vary the route of all or of any of the steam and sailing vessels employed in the performance of this contract in the North and South Atlantic Oceans, between the latitudes of 27° N. and 37° S. and 20° and 97° 52' West longitude, according to such directions as they shall so receive by any such notice; but the steam vessels of the said Company shall not be required to travel annually a greater distance in the aggregate than 547,296 nautical miles.

After three months' notice, company to vary route of steam and sailing vessels in North and South Atlantic, between certain degrees of latitude and longitude; but steam vessels not required to travel more than 547,296 nautical miles.

That the steam vessels of the said company shall and will travel in the Atlantic Ocean between the latitudes of 27° N. and 37° S. and 20° and 97° 52' West longitude, any number of nautical miles annually which may be required, under notice as aforesaid, in addition to the 547,296 nautical miles, and the said company shall be paid by the said Commissioners for such increased amount of mileage at the rate of 9s. 10d. per nautical mile, in addition to the payment of 270,000*l.* per annum, hereafter stipulated to be made to the said company for the ordinary performance of this contract.

Steam vessels to travel in Atlantic between said degrees any number of miles required in addition, company being paid for same 9*s.* 10*d.* a mile additional.

That if at any time or times, owing to stress of weather, or any other unavoidable circumstance, any vessel employed in the performance of this contract shall not be able, in the opinion of the officer or person having charge of Her Majesty's said mails, to reach in due course any of the places to which she ought to proceed, the same officer or person may and shall give such directions and make such alterations for the particular case as shall seem most expedient to him for the performance of the service, and any directions or orders which he may give in such cases shall be strictly obeyed by the master of every such vessel, who shall insert such alterations, and the reason thereof, in his log book, which shall, whenever required, be produced to the said Commissioners or to the Governor of any British colony, or to Her Majesty's consul at any foreign port or place, and no extra mileage shall be paid for any such alteration in the routes.

In case of stress of weather officer in charge of mails may make alterations, and such directions to be obeyed by master of vessel, and no extra mileage to be paid for any such alteration.

That the said company shall and will from time to time, and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipments, and machinery of the vessels which shall be used in the performance of this contract as the advanced state of science may suggest, and the said Commissioners may direct.

Company to make alterations in vessels as science may direct and Admiralty require.

Officer, or person in charge of mails, to be received on board, and his servant, if required.

That the said company shall receive, and allow to remain on board each of the said steam vessels so to be employed in the performance of this contract, an officer in Her Majesty's Navy, or any other person to be appointed by the said Commissioners, to take charge of the said mails, and also a servant of the said officer or other person as aforesaid, if required; and that every such officer or other person shall be recognized and considered by the said company and their officers, agents, and seamen, as the agent of the said Commissioners in charge of the said mails, and as having full authority in all cases to require a due and strict execution of this contract on the part of the said company, their officers, servants, and agents, and to determine every question whenever arising relative to proceeding to sea or putting into harbour, or to the necessity of stopping to assist any vessel in distress, or to save human life, and that the decision of such officer or other person as aforesaid shall in each and every of such cases be final and binding on the said company, unless the said Commissioners, on appeal by the said company, shall think proper to decide otherwise.

Cabin, &c. to be provided for such officer or person, also proper place of deposit for mails.

That a suitable first-rate cabin, with appropriate bed, bedding, and furniture, shall, at the cost of the said company, be provided and appropriated by them for and to the exclusive use and for the sole accommodation of every such naval officer or other person authorized as aforesaid, and also a proper and convenient place of deposit on board, with secure lock and key, for the mails; and that each and every of the said officers or other persons as aforesaid shall be victualled by the said company, as every other officer to be conveyed under this contract as a chief-cabin passenger is to be victualled, without any charge being made either for his passage or victualling. And that should all or any of such officers or other persons require a servant, such servant, and also any person appointed to take charge of the mails on board the said sailing vessel, shall be also provided with a proper and suitable berth, and be duly victualled by and at the cost of the said company, without any charge being made for the same. And that if the said Commissioners shall at any time during the continuance of this contract think fit to entrust the charge and custody of the mails to the master of any of the vessels to be employed in the performance of this contract, or if the officer or other person appointed to have charge of the mails shall from illness or any unforeseen accident be unable to proceed on the voyage, and no other officer or person be sent on board by the said Commissioners or any of their agents in his stead, in any of such cases the master shall, without any charge to the public, take due care of and be responsible for the receipt, safe custody, and delivery of the said mails, and shall make the usual declaration or declarations required or which may be required by Her Majesty's Postmaster-general in such and similar cases; and every such master having the charge of such mails shall himself, immediately on the arrival at any of the said ports or places of any vessel so conveying the same, deliver the said mails into the hands of the postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said Commissioners shall direct and authorize to receive the same, receiving in like manner all the return mails to be forwarded in due course.

Admiralty may entrust mails to master of vessel, who is to make required declaration, and deliver and receive mails; and such master is to do the duty of person in charge of mails if incapacitated, and no other sent as a substitute.

Boat for landing, &c. to be provided, and directions of officer in charge to be obeyed as to receiving and delivering mails.

That at each port or place where the said mails are to be delivered and received, the naval officer or such other person to be appointed as aforesaid shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed for the time being in the performance of this contract, together with or (if such officer or person considers requisite) without the said mails, in a suitable boat, with not less than four oars, to be provided and properly manned and equipped by the said company, and that the directions of the naval officer or other person as aforesaid shall in all cases be obeyed as to the mode, time, and place of receiving and delivering the said mails.

Penalty for delay, 100*l*.

That if any vessel employed in the performance of this contract, having the mails on board, shall stop, linger, or deviate from the direct course on her voyage (except from stress of weather or other unavoidable circumstances, or when authorized as aforesaid), or shall delay starting at the appointed time, or shall put back into port after starting, without the sanction in each and every case of the officer or other person authorized to have the charge of the said mails, or when so sanctioned to put back into port shall not again start and proceed direct in performance

performance of the service hereby contracted for when and as soon as required by the said officer or other person authorized to have the charge of the said mails, then and in each and every of such cases, and as often as the same shall happen, the said company shall and will forfeit and pay unto Her Majesty, her heirs and successors, the sum of 100 *l.* And that if any vessel which ought to leave the place which may be appointed for her departure from England, in the performance of this contract, shall not proceed direct on her voyage for 12 hours after the proper and appointed time (except as aforesaid), the said company shall and will, so often as any such omission shall happen, forfeit and pay unto Her Majesty, her heirs and successors, the sum of 500 *l.*; and also the further sum of 500 *l.* for every successive period of 12 hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract.

For delay of every 12 hours by vessels from England, 500 *l.*

And that if any vessel which ought to leave any other port or place in performance of this contract shall not proceed direct on her voyage for 12 hours after the proper and appointed time (except as aforesaid), the said company shall and will, so often as any such omission may occur, forfeit and pay unto Her Majesty, her heirs and successors, the sum of 200 *l.*; and also the further sum of 200 *l.* for every successive period of 12 hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract.

Penalty for delay at any other port, for every 12 hours 200 *l.*

That every naval officer or other person authorized to have the charge of the said mails shall, either alone or with such other persons as he may consider necessary, have full power and authority, as often as he may deem it requisite, to examine and survey, in such manner and with the assistance of such persons as he may think proper, any of the vessels employed or to be employed in the performance of this contract, and the hulls, machinery, and equipments thereof, on his giving notice to the master for the time being of the vessel about to be examined of such his intention; and if any defect or deficiency be ascertained, and notice thereof be given to such master, the said master shall immediately, or as soon as possible, thereupon remedy, replace, or effectively repair or make good, or cause to be remedied, replaced, or effectively repaired and made good, every such defect or deficiency.

Officer in charge of mails to survey vessels, and give notice of defects, which are to be immediately repaired.

And that the said Commissioners shall also have full power, whenever and as often as they may deem it requisite, to survey, by any other of their officers or agents, all and every the vessels employed and to be employed in the performance of this contract, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, and equipment of every such vessel; and if any such vessel, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall, on any such survey, be declared by any of such officers or agents unseaworthy, or not adapted to the service hereby contracted to be performed; or if such officers or agents shall deem it necessary or expedient that any alteration or improvement shall be made therein, or any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service hereby contracted to be performed, and shall not be employed again in the conveyance of the mails from England until such defect or deficiency shall have been repaired or supplied, or the alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners.

Admiralty at liberty to appoint other officers to survey vessels, and vessels disapproved of not to be again employed until repaired, &c.

That the said company, and all commanding and other officers of the vessels to be employed in the performance of this contract, and all agents, seamen, and servants of the said company, shall, at all times during the continuance of this contract, punctually attend to the orders and directions of the said Commissioners, or of any of their officers or agents, as to the landing, delivering, and receiving the mails. And it is hereby agreed by and between the parties hereto, that all and every the sums of money hereby stipulated to be forfeited and paid by the said company unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, and shall and may be deducted and retained by the said Commissioners out of any monies payable, or which may thereafter be payable to the said company, or the payment may be enforced, with full costs of suit, at the discretion of the said Commissioners.

Orders of Admiralty, &c., as to the receiving and landing mails, to be obeyed.

Penalties to be considered as stipulated damages.

6 CONTRACTS ENTERED INTO AND TENDERS FOR

That the said company shall and will, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Commissioners, or by such naval or other officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive, provide for, victual, and convey on board each and every or any of the vessels to be employed in the performance of this contract (in addition to the naval officer or other person authorized to have the charge of the said mails), any officers in the navy, army, or civil service of Her Majesty, not exceeding four in any one ship, as chief-cabin passengers, with their wives and families, and any persons not exceeding four in any one ship, as fore-cabin passengers, with their wives and families, together with the servants of both chief and fore cabin passengers, and any number of seamen, marines, soldiers, or artificers, not exceeding 10 in any one ship, with their wives and families, as deck passengers, to be always provided with adequate protection from rain, sun, and bad weather, and not exposed on deck without such competent shelter, and to be exclusive of any men to be sent home under the provisions of the Act 11 Geo. 4, c. 20.

Officers in navy, &c., with wives and families, and servants, and also seamen, &c., to be received on board.

That commissioned officers, their wives and families, be considered as chief-cabin passengers; non-commissioned officers, their wives and families, as fore-cabin passengers; and seamen, marines, private soldiers, artificers, and their wives and families, as deck passengers; and the said servants (in respect of accommodation) as the servants of chief-cabin passengers.

As to description of passengers, officers, &c., are to be considered.

That each field officer, and every naval officer of equal or superior rank, shall be allowed 90 cubic feet of space in measurement for baggage, provided (except in the case of the Royal Engineers) such allowance shall not exceed 18 cwt. in weight; and all other officers in Her Majesty's naval and military service, and officers in the civil service, 60 cubic feet each, provided (except in the case of the Royal Engineers) such allowance shall not exceed 12 cwt. in weight.

Allowance for baggage.

That the Royal Engineers shall be allowed the same measurement, but to extend in weight to 27 cwt. for a field officer, and 18 cwt. for every other officer of the Royal Engineers.

Allowance for Royal Engineers.

That soldiers of the Royal Artillery and Sappers and Miners, and their wives, shall be allowed six cubic feet each for baggage; and all married officers, when accompanied by their wives or families, a further allowance, not exceeding one-half of that before mentioned, according to their rank and corps.

Allowance for soldiers of Artillery, and Sappers and Miners, and married officers, with wives and families.

That for every company of the Royal Artillery embarked there shall be conveyed free of all charge the proper proportion of light field-pieces, if required, and that any hammocks and bedding which may be sent out for the use of the troops, or other persons embarked, shall be placed in charge of the officer authorized to have charge of Her Majesty's mails, and be brought back to England, if required, free of any charge for freight.

Light field-pieces to be taken, if required, and hammocks and bedding to be brought back free of charge.

That the victualling of officers, their wives and families, conveyed as chief-cabin passengers, shall be the same as is usually allowed by the said company to chief-cabin passengers, their wives and families; the victualling of non-commissioned officers, their wives and families, conveyed as fore-cabin passengers, shall be the same as is allowed to the boatswain and carpenter of the said company's steam ships; and the victualling of seamen, marines, soldiers, and artificers, their wives and families, conveyed as deck passengers, shall be the same as is allowed to the seamen of the said company's steam ships; and the victualling of the servants of officers, whether chief or fore cabin passengers, shall be the same as the servants of other chief and fore cabin passengers.

As to victualling officers, non-commissioned officers, seamen, &c., and their families.

That the passage money shall be paid (in full of all charges for mess, including a pint of port or good foreign white wine, and one bottle of malt liquor per day) for each officer conveyed as a chief-cabin passenger, and one gill of spirits for each non-commissioned officer, seaman, marine, soldier, artificer, and servant, conveyed as a fore-cabin or deck passenger, at and after the rates of passage mentioned

Passage money for officers, &c. according to Tables of Rates.

mentioned in the Tables of Rates of Passage (numbered 1 to 4 inclusive) hereunto annexed, the rate of passage for the men who may be sent home by virtue of the 11 Geo. 4, c. 20, being paid for in accordance with the provisions of that Act, and that the passage money for the families and wives of such officers shall be paid to the said company's captains by the officers themselves, at rates never exceeding those contained in the said Tables hereunto annexed.

Passage for men sent home under 11 Geo. 4, c. 20, to be paid for in accordance with that Act.

Passage money for officers' families and wives to be paid by officers.

That whenever the said company shall convey any soldiers as deck passengers, other than those specifically provided for by this contract, the said company shall provide them with adequate protection from rain, sun, and bad weather, and they shall not be exposed on deck without such competent shelter.

Other soldiers to be provided with adequate protection from rain, &c.

And that the said company shall and will receive on board each and every of the said vessels employed in the performance of this contract, any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the said ports or places to or from which the sail mails are to be conveyed in the performance of this contract, when and as often as directed by the said Commissioners, or their secretary or agents, duly authorized, free from all costs and charges; and also shall and will receive on board each and every of the said vessels, and convey and deliver to, from, and between all or any of the same ports or places, any naval or other stores, not exceeding five tons in weight at any one time, in any one vessel, at the rate of freight charged for the time being by the said company for private goods, but the rate payable by Her Majesty shall never exceed 5*l.* per ton, on receiving from the said Commissioners, or any of their officers or agents, two days' previous notice of its being their intention to have such stores so conveyed.

Small packages to be conveyed free of charge.

Also stores, not exceeding five tons, to be paid for at usual rate, but not exceeding 5*l.* per ton. Two days' notice.

And the said Commissioners, in consideration of the premises, and of the said company, their officers, servants, and agents, strictly and punctually performing the whole of the said service hereby contracted to be performed, and observing and keeping the covenants and agreements hereby entered into by them, do, for and on behalf of Her Majesty, her heirs and successors, promise and agree that they, the said Commissioners on behalf of Her Majesty, will, for the time the whole of the said service shall have been strictly performed, pay or cause to be paid to the said company, by bills at sight payable by Her Majesty's Paymaster-general, a sum after the rate of 270,000*l.* per annum, by equal quarterly payments, and with a proportionate part thereof, should this contract terminate on any other day than the day of quarterly payment, such payments to be subject however to the abatement of any deductions or forfeitures which the said company may have incurred as herein provided, and the first of such payments to be made on the 31st day of March 1851.

Annual payment for services, 270,000*l.*; the first quarterly payment to be made on 31 March 1851.

And it is hereby agreed, that in the event of the said vessels being ordered by the said Commissioners to leave any port or place in Great Britain or Ireland, instead of Southampton, in performance of this contract, the said company shall be entitled to receive compensation for the additional expense which they shall necessarily be compelled by such order to incur, and for the diminution of receipts which shall be occasioned thereby; and in case the said Commissioners and the said company shall not agree as to the amount of compensation that is due to the latter, the matter shall be referred to two arbitrators, one to be chosen by the said Commissioners, and the other by the said company; and in case of a difference of opinion between such arbitrators, to an umpire, to be chosen by such arbitrators, before they proceed in their reference, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be final and conclusive.

Compensation to be paid to company, if vessels ordered by Admiralty to leave any other port than Southampton, to be settled by arbitration in case of difference.

And it is hereby agreed, that if at any time, and so long as the said company shall make it appear to the satisfaction of the Commissioners of Her Majesty's Treasury for the time being (but not otherwise), that from any change in the relations between this kingdom and any foreign countries, or from war or other causes, distinctly of a public and national character, to be judged of by the same

Further payment, in the event of increase of rate of insurance and of the freight of coals, by reason of war, &c.; with a limit as to such additional payment.

Commissioners, the rate of insurance for steam vessels, and the freight payable by the said company for coals which may be sent out from the United Kingdom to be used in the performance of this contract, and the rate of insurance on such coals, shall have been raised above the averages hereinafter mentioned, that is to say, 6*l.* 6*s.* per cent. per annum on such steam vessels as aforesaid, 1*l.* 2*s.* 6*d.* per ton for the freight of coals, and 2*l.* 2*s.* per cent. for the insurance thereon; the said company shall be paid an additional yearly sum of money according to the increase above the said specified averages; but the said additional sum of money for freight shall be paid in respect of 75,000 tons per annum and no more; and the yearly amount of any additional sum of money to be paid as aforesaid, in any case or under any circumstances, either for insurance and freight or otherwise, shall not exceed 75,000*l.* per annum.

If case of difference as to amount, same to be referred to arbitration.

And it is hereby further agreed, that if after the said Commissioners of the Treasury shall have decided that some additional sum of money should be paid to the said company in consequence of any such increase in the said rates of insurance and freight, any difference should arise as to the amount so to be paid, such difference shall be referred to two arbitrators, one to be chosen from time to time by the said Commissioners of the Treasury, and the other by the said company, and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be binding and conclusive upon all parties.

Provision in case of entire stoppage of any part of the service by reason of war, &c.

And it is hereby further agreed, that if an entire stoppage of any part of the service hereby contracted to be performed shall occur by reason of any change in the relations between this kingdom and foreign countries, or by reason of war or other causes distinctly of a public and national character, the said Commissioners of the Treasury shall have power to make such alterations in the course and services of all or any of the vessels employed in the performance of this contract, even beyond the limits of the several ports or places to which the said mails are hereby agreed to be conveyed, as they the same Commissioners may deem most advantageous to the public.

Provided, that for the effecting any such alterations it shall not be necessary for the said company to employ any greater number of such steam or sailing vessels as aforesaid than they are hereby bound to employ in duly performing the whole of the said service hereby specifically contracted to be performed, and that the steam vessels of the said company shall not be required to travel annually a greater distance in the aggregate than 547,296 nautical miles, unless specially required so to do by the said Commissioners, and in which case payment is to be made for any additional amount of miles, as extra mileage, at the rate of 9*s.* 10*d.* per nautical mile; and in case the same Commissioners shall consider that any such alterations cannot be satisfactorily made, and the said company can perform the remainder of the said service with a less number of vessels than is required to be employed by them while performing the whole of the said service, then and so long as such may be the case there shall be a reasonable annual deduction made from the money hereby agreed to be paid to them, or such other arrangement made by the same Commissioners as they the same Commissioners may consider fair and just between the company and the public.

Admiralty at liberty to purchase or charter vessels of the company at rates to be agreed upon; but in case of difference as to such rates, or damages consequent upon such pur-

And it is hereby agreed, that the said Commissioners for executing the office of Lord High Admiral shall at any time during the continuance of this contract have power and be at liberty to purchase all or any of the said vessels at a valuation, or to charter the same exclusively for Her Majesty's service, at a rate of hire to be mutually fixed and agreed on by them and the company; but if any

company; and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be binding and conclusive upon all parties; and that the same Commissioners, in the case of hiring any such vessel, shall return the same to the company in the same state and condition as she was in at the time of any such hiring, reasonable wear and tear excepted, and if any difference should arise upon that point, the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference.

And it is further agreed, that in case of such purchase or hire, the service hereby contracted to be performed shall be performed by other vessels of the company of a similar description to the vessel or vessels purchased or hired, if they can in due and proper time furnish them, such other vessels, as to construction, machinery, equipment, and crew, to be subject to the same approval as other vessels employed under this contract.

If vessels purchased or hired, service to be performed by other similar vessels of company.

And in the event of the company being allowed by the said Commissioners to continue to perform only a portion of the service, there shall be paid to the company such annual sum of money as shall be agreed upon by the said Commissioners and the company; and in case of their differing as to the amount, the difference to be settled by two arbitrators, or an umpire to be chosen respectively as aforesaid.

And if company perform only part of the service, the annual amount to be paid to company to be settled by arbitration, in case of difference.

And it is agreed, that any submission which may be made to arbitration in pursuance of this contract, shall be made a rule of Her Majesty's Court of Exchequer, pursuant to the statute in that case made and provided, and that any witnesses examined upon any reference may be examined upon oath.

Any submission to arbitration to be made a rule of Court of Exchequer.

And it is hereby agreed and declared, that this contract shall commence on the 1st day of January 1851, and shall continue in force for 11 years, and then determine, if the said Commissioners shall by writing under the hand of the Secretary of the Admiralty for the time being have given to the said company, or the said company shall have given to the said Commissioners, 12 calendar months' notice in writing, that this contract shall so determine; but if neither the said Commissioners nor the said company shall give any such notice, this contract shall continue in force, even after the said term of 11 years, until the expiration of a 12 calendar months' notice in writing as aforesaid shall be given at any period of the year by either of the parties hereto to the other of them.

Commencement and duration of contract.

And it is hereby further agreed and provided, that the said company shall not assign, underlet, or dispose of this contract, or any part thereof; and that in case of the same, or any part thereof, being assigned, underlet, or otherwise disposed of, or of any breach of this contract on the part of the said company, their officers, agents, or servants, it shall be lawful for the said Commissioners for executing the said office of Lord High Admiral (if they think fit, and notwithstanding there may or may not have been any former breach of this contract), by writing under the hand of their secretary for the time being, to determine this contract without any previous notice to the said company or their agents, nor shall the said company be entitled to any compensation in consequence of such determination; but even if this contract be so determined, the payment of the sum of money hereinafter agreed to be made shall be enforced, should the same be not duly paid by the said company.

Contract not to be assigned; and if assigned, &c., or if there be any breach of contract, Admiralty may determine same without notice.

And it is also agreed, that the notices or directions which the Commissioners

As to delivery of

the charge or management of any vessel employed in the performance of this contract, or may be left for the said company at their office or house of business in London.

Former contract to continue in force until 1 January 1851, and is then determined.

And it is hereby agreed that the contract bearing date on or about the 1st day of July 1846, and made between the Commissioners for executing the office of Lord High Admiral, on behalf of Her Majesty, of the one part, and the said company of the other part, shall be deemed and be considered to remain in force until the said 1st day of January 1851, from and after which day the same is hereby terminated and annulled.

Penalty for due performance of contract, 50,000 l.

And, lastly, for the due and faithful performance of all and singular the covenants, conditions, provisoes, clauses, articles, and agreements hereinbefore contained, which on the part and behalf of the said company are or ought to be observed, performed, fulfilled, and kept, the said company do hereby bind themselves and their successors unto our Sovereign Lady the Queen in the sum of 50,000 l. of lawful money of the United Kingdom, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated or ascertained damages hereby agreed upon between the same Commissioners and the said company, in case of the failure on the part of the said company in the due execution of this contract, or any part thereof.

In witness whereof two of the said Commissioners for executing the office of Lord High Admiral have hereunto set their hands and seals, and the said "Royal Mail Steam Packet Company" have hereunto set their corporate seal, the day and year first above written.

(signed) *Alexander Milne.* (L. S.)

William Cowper. (L. S.)

Signed, sealed, and delivered by the said Commissioners, in the presence of

John James.

The corporate seal of the abovenamed "Royal Mail Steam Packet Company" was hereunto affixed by order of the Court of Directors, in the presence of (L. S.)

(signed), *E. Chappell,* Secretary.

John James, Admiralty.

TABLES of ROUTES for the PACKETS of the ROYAL MAIL STEAM PACKET COMPANY, commencing from *Southampton*, January 1851. (Mentioned and referred to in the Contract hereunto annexed, and numbered 1 to 8 inclusive.)

OBSERVATIONS.

THE periods fixed for departing from the several termini, as stated in the Tables and Remarks, must be rigidly adhered to; and if, on the return voyages, the steamers should fail to accomplish the speed estimated, the time so lost must be retrieved, if possible, by curtailing subsequent stoppages.

To compensate, in some measure, for the irregularities occasioned by the short month of February, the vessels which are to meet at St. Thomas the out-ship of the 2d March, will, upon that occasion in each year, leave the respective termini one day earlier than specified in the Tables.

This remark will apply also to the No. V. steamer.

When the several steamers assembled at St. Thomas shall have coaled, exchanged mails, and completed all the necessary transfers, &c., they are to proceed to their respective destinations, without further delay, although the time of stoppage stated in the Tables should not have expired, it being most important that the delivery of Her Majesty's mails should be expedited as much as possible.

Although no alterations can be made in the routes without permission of Her Majesty's Government, (except in urgent cases of accident to any of the ships), still the Company's superintendents abroad are authorized to change the vessels when they deem it necessary.

TABLE No. I.

THE ATLANTIC AND CHAGRES ROUTE.

(Twice a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	2 & 17, 6 p.m.	From Southampton	—	—	—	—	—	—	Coal	—	—
19 & 4, noon	21 & 6, 5 a.m.	To St. Thomas	3,622	9	16	18	1	17	Coal	16	18
24 & 9, 10 a.m.	24 & 9, 4 p.m.	„ Santa Martha	690	9	3	5	—	6	—	21	16
25 & 10, 4 a.m.	25 & 10, 10 a.m.	„ Carthagen	105	9	—	12	—	6	—	22	10
26 & 11, 5 p.m.	28 & 13, 6 a.m.	„ Chagres	280	9	1	7	1	13	—	23	23
29 & 14, 9 a.m.	3 & 18, noon	„ GREY TOWN	240	9	1	3	4	3	—	26	15
4 & 19, 3 p.m.	11 & 26, 1 a.m.	„ Chagres	240	9	1	3	6	10	—	31	21
12 & 27, 8 a.m.	12 & 27, 4 p.m.	„ Carthagen	280	9	1	7	—	8	—	39	14
16 & 1, 8 a.m.	18 & 3, 6 a.m.	„ St. Thomas	795	9	3	16	1	22	Coal	43	14
4 & 19, midnight	—	„ Southampton	3,622	9	16	18	—	—	Coal	62	6
			9,874	—	45	17	16	13			

Days. Hours.

Time out to Chagres	—	—	—	—	23	23
Ditto home from ditto	—	—	—	—	23	23
Course of Post	—	—	—	—	62	6

REMARKS ON TABLE No. I.

THIS route will be performed by a steamer leaving Southampton on the 2d and 17th of each month.

On arrival at St. Thomas the out-ship will transfer mails, &c. to the several vessels appointed to receive them.

After effecting these transfers, receiving the mails, &c. for places to be visited, and having sufficiently coaled, this steamer will proceed without loss of time to Santa Martha, &c. (according to the Table), taking care on the return voyage to leave Grey Town at noon on the 31st day, and Chagres at 1 a. m. on the 39th day, after her departure from Southampton.

To accelerate the home mails, the ship on her return will omit calling at Santa Martha.

On reaching St. Thomas the requisite exchanges of mails will again take place, and the steamer, after coaling complete, will immediately proceed to Southampton.

In the event of either of the steamers on Routes 2, 3, and 4 not reaching St. Thomas within the estimated time, the homeward No. 1 steamer is to await the arrival of the missing vessel, seven clear days if necessary, after the appointed hour for her departure on the homeward voyage.

The mails for Tortola are to be delivered to the Company's superintendent at St. Thomas, who will be held responsible for their immediate transmission, and for the due embarkation of the return mails.

TABLE No. II.

THE JAMAICA AND MEXICAN ROUTE.

(Once a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	20th, 6 a.m. -	From St. Thomas -	-	-	-	-	-	-	Coal	17	12
20th, 1 p.m. -	20th, 3 p.m. -	To Porto Rico -	65	9	-	7	-	2	-	17	19
23rd, 3 p.m. -	24th, 6 a.m. -	„ Jamaica -	643	9	3	-	-	15	Coal	20	21
29th, 10 a.m. -	29th, 6 p.m. -	„ Vera Cruz -	1,118	9	5	4	-	8	-	26	16
30th, 5 p.m. -	4th, 7 a.m. -	„ TAMPICO -	205	9	-	23	3	14	-	27	23
5th, 6 p.m. -	8th, 6 a.m. -	„ Vera Cruz -	205	9	-	23	3	-	-	32	12
13th, 10 a.m. -	13th, 4 p.m. -	„ Jamaica -	1,118	9	5	4	-	6	Coal	40	16
16th, 4 p.m. -	16th, 6 p.m. -	„ Porto Rico -	643	9	3	-	-	2	-	43	22
17th, 1 a.m. -	- - -	„ St. Thomas -	65	9	-	7	3	5	Coal	44	7
			4,062	-	18	20	11	4			

Days. Hours.

Time out to Vera Cruz	-	-	-	-	26	16
Ditto home from ditto	-	-	-	-	26	18
Course of Post	-	-	-	-	62	6

REMARKS ON TABLE No. II.

THIS No. II. steamer having received at St. Thomas, from the out, home, and intercolonial vessels, all mails, &c. for places enumerated in the Table, will proceed to deliver them as therein laid down, taking care on the return voyage to leave Tampico at 7 a.m. on the 32d day after the out-mails were dispatched from Southampton.

Should the weather, however, at any time prevent the shipment of mails, &c. within the time of stoppage allowed, the vessel may be detained off Tampico an additional 24 or even 36 hours; but in such cases the stay at Vera Cruz must be curtailed in proportion, that the ship may leave that place precisely at the hour specified in the Table.

On returning to St. Thomas this steamer will deliver the home and intercolonial mails, &c. to the vessel appointed

TABLE No. III.

THE JAMAICA AND HAVANA ROUTE.
(Once a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	5, 6 a.m.	From St. Thomas	—	—	—	—	—	—	Coal	17	12
5, 1 p.m.	5, 3 p.m.	To Porto Rico	65	9	—	7	—	2	—	17	19
7, 10 a.m.	7, noon	„ Jacmel	388	9	1	19	—	2	—	19	16
8, 5 p.m.	9, 6 a.m.	„ Jamaica	255	9	1	5	—	13	Coal	20	23
12, 4 p.m.	13, 8 a.m.	„ Havana	740	9	3	10	—	16	—	24	22
15, 4 p.m.	20, 4 p.m.	„ HONDURAS	500	9	2	8	5	—	—	27	22
23, 4 a.m.	24, 8 a.m.	„ Havana	500	8	2	12	1	4	—	35	10
27, 6 p.m.	28, 1 p.m.	„ Jamaica	740	9	3	10	—	19	Coal	40	—
29, 6 p.m.	29, 8 p.m.	„ Jacmel	255	9	1	5	—	2	—	42	—
1, 3 p.m.	1, 5 p.m.	„ Porto Rico	388	9	1	19	—	2	—	43	21
1, midnight	—	„ St. Thomas	65	9	—	7	3	6	Coal	44	6
			3,896	—	18	6	11	18			

Days. Hours.

Time out to Havana	—	—	—	—	24	22
Ditto home from ditto	—	—	—	—	25	16
Course of Post	—	—	—	—	62	6

REMARKS ON TABLE No. III.

THIS No. III. steamer having received at St. Thomas, from the out, home, and intercolonial vessels, all mails, &c. for places enumerated in the Table, will proceed to deliver them as therein laid down, taking care on the return voyage to leave Honduras at 4 p. m. on the 33d day after the out-mails were dispatched from Southampton.

On returning to St. Thomas (which this steamer must be careful to do by the time appointed) she will deliver to the proper vessels the home and intercolonial mails, &c., and prepare as expeditiously as possible to resume the service on this route as before.

TABLE No. IV.

BARBADOES AND DEMERARA ROUTE.

(Twice a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	19 & 4, 6 p.m.	From St. Thomas -	-	-	-	-	-	-	Coal	17	-
20 & 5, 11 a.m.	20 & 5, 1 p.m.	To St. Kitt's -	151	9	-	17	-	2	-	17	17
20 & 5, 2 p.m.	20 & 5, 3 p.m.	„ Nevis -	11	9	-	1	-	1	-	17	20
20 & 5, 7 p.m.	20 & 5, 8 p.m.	„ Montserrat -	33	9	-	4	-	1	-	18	1
20 & 5, 11 p.m.	21 & 6, 1 a.m.	„ Antigua -	32	9	-	3	-	2	-	18	5
21 & 6, 9 a.m.	21 & 6, 10 a.m.	„ Guadaloupe -	70	9	-	8	-	1	-	18	15
21 & 6, 3 p.m.	21 & 6, 4 p.m.	„ Dominique -	45	9	-	5	-	1	-	18	21
21 & 6, 8 p.m.	21 & 6, 10 p.m.	„ Martinique -	40	9	-	4	-	2	-	19	2
22 & 7, 3 a.m.	22 & 7, 4 a.m.	„ St. Lucia -	45	9	-	5	-	1	-	19	9
22 & 7, 3 p.m.	22 & 7, 7 p.m.	„ Barbadoes -	100	9	-	11	-	4	-	19	21
24 & 9, 3 p.m.	27 & 12, 6 p.m.	„ DEMERARA -	392	9	1	20	3	3	-	21	21
29 & 14, 2 p.m.	29 & 14, 6 p.m.	„ Barbadoes -	392	9	1	20	-	4	-	26	20
30 & 15, 5 a.m.	30 & 15, 6 a.m.	„ St. Lucia -	100	9	-	11	-	1	-	27	11
30 & 15, 11 a.m.	30 & 15, 1 p.m.	„ Martinique -	45	9	-	5	-	2	-	27	17
30 & 15, 5 p.m.	30 & 15, 6 p.m.	„ Dominique -	40	9	-	4	-	1	-	27	23
30 & 15, 11 p.m.	30 & 15, midnight	„ Guadaloupe -	45	9	-	5	-	1	-	28	5
1 & 16, 8 a.m.	1 & 16, 10 a.m.	„ Antigua -	70	9	-	8	-	2	-	28	14
1 & 16, 1 p.m.	1 & 16, 2 p.m.	„ Montserrat -	32	9	-	3	-	1	-	28	19
1 & 16, 6 p.m.	1 & 16, 7 p.m.	„ Nevis -	33	9	-	4	-	1	-	29	-
1 & 16, 8 p.m.	1 & 16, 10 p.m.	„ St. Kitt's -	11	9	-	1	-	2	-	29	2
2 & 17, 3 p.m.	- - -	„ St. Thomas -	151	9	-	17	-	3	Coal	29	21
			1,838	-	8	12	6	12			

Days. Hours.

Time out to Demerara	-	-	-	-	21	21
Ditto home from ditto	-	-	-	-	22	6
Course of Post	-	-	-	-	47	6

REMARKS ON TABLE No. IV.

THIS No. IV. steamer having received at St. Thomas, from the out, home, and intercolonial vessels, all mails, &c. for places enumerated in Tables IV. and V., will proceed to deliver them according to Table No. IV., transferring at Barbadoes, to the No. V. steamer, the mails, &c. for the route on which that vessel is employed.

This steamer will leave Demerara on the return voyage at 6 p.m. on the 25th day after the out-mails were dispatched from Southampton. She will exchange mails again with the No. V. steamer at Barbadoes, and proceed through the islands to St. Thomas, where, having delivered the home and intercolonial mails, she will prepare as expeditiously as possible to resume the service as before.

In case the No. V. steamer should not reach Barbadoes within the estimated time, the No. IV. steamer will endeavour to meet her by approaching St. Vincent, and, if necessary, will sight the anchorage at that island, but will make no stop there unless the No. IV. steamer should be seen, in which case she will stay long enough only to receive the mails, &c. destined for places on her route.

Should circumstances at any time occur to occasion the withdrawal of either the No. IV. or No. V. steamers, the remaining steamer must perform the two routes combined; namely, by proceeding from St. Thomas to Barbadoes according to Table IV., from Barbadoes to Tobago as indicated by Table No. V., and thence to Demerara, and *vice versa*, abridging stoppages at all places, so as to ensure the ship's return to St. Thomas by the appointed time.

TABLE No. V.

TRINIDAD ROUTE.

(Twice a Month.)

DATES.		PLACES.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	22 & 7, 7 p.m.	From Barbadoes -	-	-	-	-	-	-	-	20	1
23 & 8, 5 a.m.	23 & 8, 7 a.m.	To St. Vincent -	90	9	-	10	-	2	-	20	11
23 & 8, 1 p.m.	23 & 8, 1 p.m.	„ Carriacou -	50	9	-	6	-	-	-	20	19
23 & 8, 5 p.m.	24 & 9, 1 a.m.	„ Grenada -	32	9	-	4	-	8	Coal	20	23
24 & 9, 11 a.m.	24 & 9, 5 p.m.	„ Trinidad -	94	9	-	10	-	6	-	21	17
25 & 10, 2 a.m.	27 & 12, 3 a.m.	„ TOBAGO -	85	9	-	9	2	1	-	22	8
27 & 12, noon -	27 & 12, 6 p.m.	„ Trinidad -	85	9	-	9	-	6	-	24	18
28 & 13, 4 a.m.	28 & 13, 8 a.m.	„ Grenada -	94	9	-	10	-	4	Coal	25	10
28 & 13, noon -	28 & 13, noon -	„ Carriacou -	32	9	-	4	-	-	-	25	18
28 & 13, 6 p.m.	28 & 13, 8 p.m.	„ St. Vincent -	50	9	-	6	-	2	-	26	-
29 & 14, 6 a.m.	- - -	„ Barbadoes -	90	9	-	10	8	13	-	26	12
			702	-	3	6	11	18			

Days. Hours.

Time out to Trinidad -	-	-	-	-	21	17
Ditto home from ditto -	-	-	-	-	22	6
Course of Post -	-	-	-	-	47	6

REMARKS ON TABLE No. V.

On the arrival at Barbadoes of the No. IV. ship, this No. V. steamer will receive all mails, &c. for places enumerated in the Table, and proceed to deliver them accordingly.

On the return voyage this vessel will leave Tobago precisely at 3 a.m. on the 25th day after the out-mails were dispatched from Southampton.

Returning to Barbadoes, she will deliver to the No. IV. steamer, going to St. Thomas, the homeward and other mails for places in that direction, and having received any mails for Table V., will hold herself in readiness to resume the service as before.

When necessary, this steamer will be governed by the remarks on Table No. IV., so far as they may apply to her.

The Carriacou mails are to be received from, or dropped into, a boat which will be dispatched by the inhabitants to meet this steamer on her voyage between St. Vincent and Grenada, and also on her return voyage between Grenada and St. Vincent.

Should such boat, however, not be in attendance to exchange mails when the steamer is passing Carriacou, or should stress of weather prevent the exchange taking place, the mails are in such cases to be taken on and landed at the next place marked in the route, whether it be at Grenada or St. Vincent.

CONTRACTS ENTERED INTO AND TENDERS FOR

TABLE No. VI.

NASSAU ROUTE.
(Once a Month.)

DATES.		PLACES.	Distances in Miles.	Speed per Hour.	Time.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	4, 6 p.m.	St. Thomas -	—	—	—	—	—	—	—	17	—
11, 6 p.m.	17, 6 a.m.	NASSAU -	860	5	7	—	5	12	—	24	—
1, 2 p.m.	—	St. Thomas -	860	2½	14	8	3	4	—	43	20
			1,720	—	21	8	8	16			

	<i>Days.</i>	<i>Hours.</i>
Time out to Nassau	—	24
Ditto home from ditto	—	32
Course of Post	—	62

REMARKS ON TABLE No. VI.

THIS No. VI. vessel having received at St. Thomas, from the out, home, and intercolonial vessels, all mails, &c. for Nassau, will proceed to deliver them forthwith, taking care on the return voyage to leave Nassau precisely at 6 a.m. on the 30th day after the out-mails were dispatched from Southampton.

On returning to St. Thomas this vessel will deliver home and intercolonial mails, &c., and hold herself in readiness to resume the service on this route as before.

TABLE No. VII.

BRAZIL ROUTE.
(Once a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	9, 6 p.m. -	From Southampton	—	—	—	—	—	—	Coals	—	—
14, 6 a.m. -	15, 6 a.m. -	To Lisbon - -	866	8	4	12	1	—	—	4	12
18, 1 a.m. -	18, 1 p.m. -	„ Madeira - -	535	8	2	19	—	12	Coals, if necessary.	8	7
19, 6 p.m. -	19, midnight	„ Teneriffe - -	260	9	1	5	—	6	—	10	—
23, 10 p.m. -	25, 10 a.m. -	„ St. Vincent - -	850	9	3	22	1	12	Coals	14	4
2, 8 p.m. -	3, 2 a.m. -	„ Pernambuco - -	1,600	9	7	10	—	6	—	23	2
4, 11 p.m. -	5, 5 a.m. -	„ Bahia - -	410	9	1	21	—	6	—	25	5
8, 1 p.m. -	12, 11 a.m. -	„ RIO DE JANEIRO	720	9	3	8	3	22	Coals	28	19
15, 7 p.m. -	16, 1 a.m. -	„ Bahia - -	720	9	3	8	—	6	—	36	1
18, 4 a.m. -	18, 10 a.m. -	„ Pernambuco - -	410	8	2	3	—	6	—	38	10
26, 6 p.m. -	28, 6 a.m. -	„ St. Vincent - -	1,600	8	8	8	1	12	Coals	47	—
2, 4 a.m. -	2, 10 a.m. -	„ Teneriffe - -	850	9	3	22	—	6	—	52	10
3, 3 p.m. -	4, 3 a.m. -	„ Madeira - -	260	9	1	5	—	12	Coals, if necessary.	53	21
6, 10 p.m. -	7, 10 p.m. -	„ Lisbon - -	535	8	2	19	1	—	—	57	4
12, 10 a.m. -	- - -	„ Southampton - -	866	8	4	12	—	—	—	62	16
			10,482	—	51	6	11	10			

	<i>Days.</i>	<i>Hours.</i>
Time out to Rio de Janeiro	—	28
Ditto home from ditto	—	29
Course of Post	—	62

REMARKS ON TABLE No. VII.

THE steamer employed on this route will perform the service as prescribed by the Table, exchanging at Rio de Janeiro, mails, &c. with the vessel on route No. VIII.

On the return voyage this steamer will coal complete at Rio de Janeiro, and leave there at 11 a.m. on the 33d day after her departure from Southampton. In case the No. VIII. vessel should not reach Rio de Janeiro before the time above mentioned, this No. VII. steamer will await her arrival eight clear days (if necessary) beyond the appointed time for starting, after which period she will take her departure, whether the No. VIII. vessel has arrived or not.

TABLE No. VIII.

RIVER PLATE ROUTE.

(Once a Month.)

D A T E S.		P L A C E S.	Distances in Miles.	Speed per Hour.	Steaming.		Stoppages.		Coals.	From Southampton.	
Arrival.	Departure.				Days.	Hours.	Days.	Hours.		Days.	Hours.
—	10, 11 a.m. -	From Riode Janeiro	-	-	-	-	-	-	Coals	30	17
15, 11 p.m. -	17, 5 a.m. -	To Monte Video -	1,040	8	5	12	1	6	-	36	5
17, 9 p.m. -	1, 9 a.m. -	„ BUENOS AYRES	130	8	-	16	13	12	-	38	3
2, 1 a.m. -	2, 1 p.m. -	„ Monte Video -	130	8	-	16	-	12	-	52	7
8, 1 a.m. -	- - - -	„ Rio de Janeiro	1,040	8	5	12	2	10	Coals	58	7
			2,340	-	12	8	17	16			

Days. Hours.

Time out to Buenos Ayres	-	-	-	38	3
Ditto home from ditto	-	-	-	41	1
Course of Post	-	-	-	92	16

REMARKS ON TABLE No. VIII.

THIS No. VIII. vessel, having received at Rio Janeiro the out and other mails, &c., will deliver them according to the Table, either by proceeding with them to Buenos Ayres, or by transhipping them to a smaller steamer stationed at Monte Video for the purpose; in either case taking care to leave Buenos Ayres on the return voyage precisely at 9 a.m. on the 52d day after the out-mails were dispatched from Southampton.

On returning to Rio de Janeiro, the homeward mails, &c. will be delivered to the No. VII. steamer, from which out-mails will be received in exchange. This No. VIII. vessel will then coal, &c. as expeditiously as possible, and proceed to perform the service as before.

RATES FOR GOVERNMENT PASSENGERS.

Table No. I.—RATES for GOVERNMENT PASSENGERS from *England* to the undermentioned Places. (Mentioned and referred to in the Contract hereunto annexed.)

P L A C E S.	CHIEF CABIN PASSENGERS.					FORE CABIN PASSENGERS.					DECK PASSENGERS.				
	Officer.		Lady.		Children.		Man.	Woman.	Children.		Man.	Woman.	Children.		
					Between 8 and 12 Years.	Between 3 and 8 Years.			Between 8 and 12 Years.	Between 3 and 8 Years.					
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Antigua -	32 5 7	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Bahia -	43 3 1	40 - -	20 - -	10 - -	25 - -	25 - -	25 - -	12 10 -	6 5 -	12 - -	12 - -	6 - -	3 - -	-	
Barbadoes -	30 10 -	28 - -	14 - -	7 - -	18 10 -	18 10 -	18 10 -	9 5 -	4 12 6	8 8 -	8 8 -	4 4 -	2 2 -	-	
Buenos Ayres -	61 3 11	56 13 4	28 6 8	14 3 4	32 10 -	32 10 -	32 10 -	16 5 -	8 2 6	17 - -	17 - -	8 10 -	4 5 -	-	
Carriacou -	32 11 10	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Cartagena -	42 16 3	40 - -	20 - -	10 - -	27 10 -	27 10 -	27 10 -	13 15 -	6 17 6	12 - -	12 - -	6 - -	3 - -	-	
Chagres -	43 - -	40 - -	20 - -	10 - -	27 10 -	27 10 -	27 10 -	13 15 -	6 17 6	12 - -	12 - -	6 - -	3 - -	-	
Demerara -	32 15 -	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Dominica -	32 7 6	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Grenada -	32 12 6	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Grey Town -	43 6 10	40 - -	20 - -	10 - -	27 10 -	27 10 -	27 10 -	13 15 -	6 17 6	12 - -	12 - -	6 - -	3 - -	-	
Guadaloupe -	32 6 10	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Havana -	40 9 2	37 6 8	18 13 4	9 6 8	25 10 -	25 10 -	25 10 -	12 15 -	6 7 6	11 4 -	11 4 -	5 12 -	2 16 -	-	
Honduras -	43 10 -	40 - -	20 - -	10 - -	27 10 -	27 10 -	27 10 -	13 15 -	6 17 6	12 - -	12 - -	6 - -	3 - -	-	
Jamel -	35 16 -	33 6 8	16 13 4	8 6 8	22 10 -	22 10 -	22 10 -	11 5 -	5 12 6	10 - -	10 - -	5 - -	2 10 -	-	
Jamaica -	35 19 2	33 6 8	16 13 4	8 6 8	22 10 -	22 10 -	22 10 -	11 5 -	5 12 6	10 - -	10 - -	5 - -	2 10 -	-	
Lisbon -	7 10 -	6 18 9	3 9 4	1 14 8	3 15 -	3 15 -	3 15 -	1 17 6	18 9 -	1 10 -	1 10 -	15 - -	7 6 -	-	
Martinique -	32 7 6	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Madeira -	21 - 7	20 - -	10 - -	5 - -	13 - -	13 - -	13 - -	6 10 -	3 5 -	6 - -	6 - -	3 - -	1 10 -	-	
Monte Video -	61 8 11	56 13 4	28 6 8	14 3 4	32 10 -	32 10 -	32 10 -	16 5 -	8 2 6	17 - -	17 - -	8 10 -	4 5 -	-	
Montserrat -	32 5 -	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Nassau -	37 8 6	33 6 8	16 13 4	8 6 8	20 - -	20 - -	20 - -	10 - -	5 - -	10 - -	10 - -	5 - -	2 10 -	-	
Nevis -	32 4 4	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Pernambuco -	42 17 6	40 - -	20 - -	10 - -	25 - -	25 - -	25 - -	12 10 -	6 5 -	12 - -	12 - -	6 - -	3 - -	-	
Porto Rico -	32 4 4	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Rio de Janeiro -	50 5 2	46 13 4	23 6 8	11 13 4	27 10 -	27 10 -	27 10 -	13 15 -	6 17 -	14 - -	14 - -	7 - -	3 10 -	-	
St. Kitts -	32 4 4	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
St. Lucia -	32 8 9	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
St. Thomas -	32 1 10	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
St. Vincent (West Indies) -	32 11 3	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
St. Vincent (Cape de Verdes) -	31 15 7	30 - -	15 - -	7 10 -	17 10 -	17 10 -	17 10 -	8 15 -	4 7 6	9 - -	9 - -	4 10 -	2 5 -	-	
Santa Martha -	42 14 4	40 - -	20 - -	10 - -	27 10 -	27 10 -	27 10 -	13 15 -	6 17 6	12 - -	12 - -	6 - -	3 - -	-	
Tampico -	48 3 4	44 13 4	22 6 8	11 3 4	31 - -	31 - -	31 10 -	15 10 -	7 15 -	13 8 -	13 8 -	6 14 -	3 7 -	-	
Teneriffe -	24 11 8	23 6 8	11 13 4	5 16 8	15 - -	15 - -	15 - -	7 10 -	3 15 -	7 - -	7 - -	3 10 -	1 15 -	-	
Tobago -	32 15 7	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Trinidad -	32 14 4	30 - -	15 - -	7 10 -	20 - -	20 - -	20 - -	10 - -	5 - -	9 - -	9 - -	4 10 -	2 5 -	-	
Vera Cruz -	46 13 6	43 6 8	21 13 4	10 16 8	30 - -	30 - -	30 - -	15 - -	7 10 -	13 - -	13 - -	6 10 -	3 5 -	-	

Table No. II.—RATES for GOVERNMENT PASSENGERS to *England* from the undermentioned Places. (Mentioned and referred to in the Contract hereunto annexed.)

P L A C E S.	CHIEF CABIN PASSENGERS.						FORE CABIN PASSENGERS.						DECK PASSENGERS.					
	Officer.		Lady.	Children.			Man.	Woman.	Children.			Man.	Woman.	Children.			Between 8 and 12 Years.	Between 3 and 8 Years.
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Antigua -	33	12	11	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Bahia -	43	6	3	40	-	-	20	-	-	10	-	-	25	-	-	12	-	-
Barbadoes -	33	17	3	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Buenos Ayres -	61	13	4	56	13	4	28	6	8	14	3	4	32	10	-	17	-	-
Carriacou -	34	-	5	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Carthagena -	39	8	11	36	13	4	18	6	8	9	3	4	25	-	-	11	-	-
Chagres -	39	13	4	36	13	4	18	6	8	9	3	4	25	-	-	11	-	-
Demerara -	34	2	3	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Dominica -	33	14	9	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Payal (if touched at)	12	2	3	11	6	8	5	13	4	2	16	8	8	10	-	3	8	-
Grenada -	34	1	-	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Grey Town -	40	12	1	36	13	4	18	6	8	9	3	4	25	-	-	11	-	-
Guadaloupe -	33	14	2	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Havana -	36	11	-	33	6	8	16	13	4	8	6	8	20	-	-	10	-	-
Honduras -	43	13	1	40	-	-	20	-	-	10	-	-	25	-	-	12	-	-
Jamaica -	35	17	3	33	6	8	16	13	4	8	6	8	22	10	-	12	-	-
Lisbon -	36	-	5	33	6	8	16	13	4	8	6	8	22	10	-	10	-	-
Martinique -	7	10	-	6	18	9	3	9	4	1	14	8	3	15	-	1	10	-
Madeira -	33	15	5	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Monte Video -	21	-	7	20	-	-	10	-	-	5	-	-	12	10	-	6	-	-
Montserrat -	61	15	10	56	13	4	28	6	8	14	3	4	32	10	-	17	-	-
Nassau -	33	12	11	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Nevis -	43	-	-	40	-	-	20	-	-	10	-	-	27	10	-	12	-	-
Pernambuco -	33	12	3	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Porto Rico -	43	-	-	40	-	-	20	-	-	10	-	-	25	-	-	12	-	-
Rio de Janeiro -	33	12	3	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
St. Kitts -	50	8	4	46	18	4	23	6	8	11	13	4	27	10	-	14	-	-
St. Lucia -	33	11	8	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
St. Thomas -	33	16	-	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
St. Vincent (West Indies) -	33	8	6	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
St. Vincent (Cape de Verdes) -	33	19	9	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Tampico -	31	15	7	30	-	-	15	-	-	7	10	-	17	10	-	12	8	-
Teneriffe -	45	3	6	41	6	8	20	13	4	10	6	8	27	10	-	7	-	-
Tobago -	24	11	8	23	6	8	11	13	4	5	16	8	15	-	-	7	-	-
Trinidad -	34	4	2	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
Vera Cruz -	34	2	3	31	6	8	15	13	4	7	16	8	20	10	-	9	8	-
	43	8	10	40	-	-	20	-	-	10	-	-	27	10	-	12	-	-

TABLE No. III.—RATES for GOVERNMENT PASSENGERS.

INTERCOLONIAL VOYAGES.—(Mentioned and referred to in the Contract hereunto annexed).

Fares in Silver Dollars, at 4s. 2d. each.

Chief Cabin Passengers conveyed intercolonially by Government Order, to be charged two-thirds of the undermentioned rates; Fore Cabin Passengers one-half; and Deck Passengers one-fifth of the said rates. Children between 8 and 12 years of age, one-half of the amount charged for their Parents; and between 3 and 8 years, one-fourth of ditto. Under 3 years of age, to be carried free. An additional charge of 2s. 6d. per diem to be made for Officers on account of the established allowance of Wine and Beer. Male servants to be conveyed intercolonially for one-half, and Female Servants for two-thirds of the rate charged for their Employers, exclusive of the charge of 2s. 6d. per diem for Wine and Beer.

Places.	Antigua.	Barbadoes.	Carriacou.	Carthagena.	Chagres.	Demerara.	Dominica.	Grenada.	Grey Town.	Guadeloupe.	Havana.	Honduras.	Jacmel.	Jamaica.	Martinique.	Montserrat.	Nassau.	Nevis.	St. Juan's, Porto Rico.	St. Kitts.	St. Lucia.	Santa Martha.	St. Thomas.	St. Vincent.	Tampico.	Tobago.	Trinidad.	Vera Cruz.
Antigua	-	-	30	70	80	60	15	80	100	10	95	115	55	55	15	10	70	10	30	10	20	60	20	80	130	45	45	125
Barbadoes	25	-	15	90	100	30	20	15	120	25	105	130	55	70	20	25	90	30	50	30	15	80	40	15	140	15	30	135
Carriacou	25	25	-	90	100	45	25	10	120	25	105	130	50	55	25	25	90	30	50	30	25	80	40	10	140	40	25	135
Carthagena	90	100	105	-	20	130	95	105	40	95	140	175	100	115	95	85	110	85	70	85	100	-	60	60	200	120	120	205
Chagres	100	110	115	30	-	140	105	115	20	105	150	185	110	125	105	95	120	95	80	95	105	-	70	115	210	120	120	205
Demerara	50	80	35	115	125	-	45	35	145	50	115	140	65	80	45	50	115	55	75	55	40	95	65	35	150	35	35	145
Dominica	15	30	30	80	90	50	-	30	110	10	95	115	55	55	10	15	80	20	40	20	10	75	30	30	130	45	40	130
Grenada	25	25	10	90	100	40	25	-	120	25	105	130	55	55	55	25	90	30	50	30	25	80	40	10	140	30	15	135
Grey Town	120	135	135	50	20	165	125	135	105	120	170	205	130	145	125	115	140	115	100	115	135	-	90	135	230	150	150	225
Guadeloupe	10	30	30	75	85	55	10	160	185	-	95	115	55	55	10	10	75	15	35	130	15	75	25	30	130	45	45	125
Havana	135	150	150	155	165	180	140	160	185	185	-	60	80	50	140	130	155	130	100	130	140	145	105	150	125	165	165	120
Honduras	195	210	210	215	225	240	200	210	245	195	60	-	140	110	200	190	215	190	160	190	200	205	165	165	185	225	225	180
Jacmel	75	90	90	95	105	120	80	90	125	75	60	80	-	20	80	70	95	70	30	70	80	85	45	90	105	105	105	100
Jamaica	85	100	100	105	115	130	90	100	135	85	40	60	30	-	90	80	105	80	50	80	90	95	55	100	75	115	115	70
Martinique	15	30	30	80	90	50	10	30	110	10	95	115	55	55	-	15	80	20	40	20	10	70	30	30	130	45	35	125
Montserrat	10	30	30	70	80	60	20	30	100	15	95	115	55	55	20	-	70	10	30	10	20	60	20	30	130	45	45	125
Nassau	90	105	105	110	120	135	95	105	140	90	140	175	100	115	95	85	-	85	75	85	105	100	60	105	190	120	120	185
Nevis	15	35	35	65	75	60	25	35	95	20	95	115	55	55	25	10	65	-	25	10	25	55	15	35	130	50	50	125
St. Juan's, Porto Rico	40	60	60	65	75	90	45	60	95	40	95	115	30	55	45	35	65	35	-	35	45	55	15	60	130	75	70	125
St. Kitts	15	35	35	65	75	60	25	35	95	20	95	115	55	55	25	10	65	10	25	-	25	55	15	35	130	50	50	125
St. Lucia	20	25	25	85	95	45	10	25	115	15	95	115	55	55	10	20	85	25	45	25	-	75	35	25	130	40	30	125
Santa Martha	-	-	-	10	30	-	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Thomas	30	45	45	50	60	75	35	45	80	30	80	115	40	55	35	25	50	25	10	25	45	40	-	45	130	60	60	125
St. Vincent	25	25	10	90	100	45	15	10	120	20	105	130	55	55	15	25	90	30	50	30	25	80	40	-	130	30	25	125
Tampico	170	185	185	190	200	215	175	185	220	170	125	145	115	85	175	165	190	165	135	165	185	180	140	185	-	200	200	15
Tobago	35	35	30	100	110	40	35	25	130	35	105	130	60	65	35	35	100	40	60	40	35	90	50	30	135	-	10	130
Trinidad	40	35	25	100	110	40	25	15	130	35	105	130	55	65	35	35	100	40	60	40	35	90	50	30	135	10	-	130
Vera Cruz	105	180	185	185	195	210	170	180	215	105	120	140	110	80	170	160	185	160	130	180	180	175	135	180	16	195	195	-

TABLE No. IV.—RATES for GOVERNMENT PASSENGERS.

INTERCOLONIAL VOYAGES—BRAZIL, &c.

(Mentioned and referred to in the Contract hereunto annexed.)

Fares in Silver Dollars, at 4 s. 2 d. each.

Chief Cabin Passengers conveyed between any of the undermentioned Places by Government order, to be charged two-thirds of the rates which may be charged to Ordinary Passengers for the time being. Fore Cabin Passengers one-half, and Deck Passengers one-fifth of the said rates. Children between 8 and 12 years of age, one-half of the amount charged for their parents, and between 3 and 8 years, one-fourth of ditto. Under 3 years of age, to be carried free. An additional charge of 2s. 6d. per diem to be made for officers on account of the established allowance of wine and Beer. Male servants to be conveyed intercolonially for one-half, and female servants for two-thirds of the rate charged for their employers, exclusive of the charge of 2s. 6d. per diem for wine and beer.

PLACES.	Lisbon.	Madeira.	Teneriffe.	St. Vincent.	Pernambuco.	Bahia.	Rio de Janeiro.	Monte Video.	Buenos Ayres.
Lisbon - - - -									
Madeira - - - -									
Teneriffe - - - -									
St. Vincent - - - -									
Pernambuco - - - -									
Bahia - - - -									
Rio de Janeiro - - - -									
Monte Video - - - -									
Buenos Ayres - - - -									

THE payment for the passage ordered at the expense of the public for any person, will only be made on the production of the order for the passage, and of a certificate from the person in the following Form, viz. :—

“ I hereby certify that on the _____ I embarked
at _____ as a [*here insert Chief or Fore Cabin, or Deck,*
as the case may be] Passenger on board the Royal Mail Steam Packet Company's vessel,
_____, for passage to _____, and landed
at _____ on the _____.”

To this certificate the following addition to be made in every case of a Male Cabin Passenger, viz. :—

“ I further certify that the first dinner meal taken on board was on _____
the _____, and the last dinner meal on the _____.”

“ Dated this _____ day of _____.”

And the correctness of the dates must be corroborated by the Master of the Packet, adding underneath the Passenger's signature :—

“ The dates inserted in this Certificate are correct.”

(signature)

“ Master of the Packet.”

— No. 2. —

COPIES of TENDERS and PROPOSALS received from other Parties for the Performance of the MAIL SERVICE to *Brazil* (Five in Number).

(1.)

Sir,

Liverpool, 19 January 1849.

OUR attention having been directed to the advertisement for tenders for the conveyance of the Brazil Mails from and to this country by steam, we herewith beg to submit to your consideration the following plan, which, from our long experience with that empire both as merchants and shipowners, we feel confident could be adopted by Her Majesty's Government, with satisfaction to the trade and a considerable saving to the country.

We are thus confident in recommending the plan here submitted, as screw auxiliary steamers have been tried already in this trade and proved unsuccessful, not effecting a saving of time over sailing vessels such as proposed in this plan, and that unless the Government is prepared to incur the large expense required to support a powerful line of paddle steamers (the utility or advantage of which is very questionable), nothing but disappointment and waste of money would be the result, besides the unquestionable advantage this plan herewith offers of a semi-monthly communication.

Under these impressions we beg to submit herewith the plan alluded to, and as there are many points that can be better explained verbally, we request the favour of an interview on the subject, and have deputed Mr. Bramley Moore for this purpose, who is in attendance.

We are, &c.

(signed) *J. Bramley Moore.*
Charles Saunders.
Joseph Pater.
Charles Cotworth.

The Secretary to the Admiralty.

Liverpool, 18 January 1849.

MAILS to be conveyed from Liverpool by clipper sailing vessels on the 1st and 15th of every month, to Pernambuco, and from Pernambuco to Liverpool, also, twice every month, which passage, from our experience of actual performances of our own ships in the trade, we will undertake under penalty to perform, at present, on an average of 31 days, and with the support here proposed from the Government, will undertake to produce even a faster class of sailing vessels, to do the work efficiently in a shorter time.

For doing this service we are prepared to tender for contract, for the sum of 14,400 £ per annum.

At Pernambuco we propose to transfer, under direction of the consul, the mail to one of Her Majesty's steam vessels, of which there are generally several on the station, which could be applied to perform this service at a very large saving to the country, without withdrawing them from the requirements of their usual service.

The mails so transferred at Pernambuco might be delivered in Rio de Janeiro within six or seven days, dropping mails also at the intermediate Port of Bahia, and therefore this part of the service would be performed with the same punctuality and rapidity as if performed by a private company under expensive contract.

We further beg to remark, that during the present system of conveying the mails from

If the proposed method of carrying the mails along the coast of Brazil by Her Majesty's steam vessels be deemed inexpedient, we suggest that this, the least difficult part of the voyage, be performed by hired steamers under separate contract, and for which, if entertained, we shall be prepared to tender.

(signed) *J. Bramley Moore.*
Charles Saunders.
Joseph Pater.
Charles Cotworth.

P. S.—19th January. Since writing the above the "Swordfish" has arrived from Pernambuco in 26 days, and had she been under contract could have delivered her mails at an outport in 24 days.

PARTICULARS of Twenty successive Voyages of "Columbus," *Liverpool to Brazils, say Pernambuco.*

	Days.		Days.
1st Voyage from London - - -	—	12th Voyage from Liverpool - - -	42
2nd Ditto - Liverpool - - -	32	13th Ditto - - ditto - - -	28
3rd Ditto - - ditto - - -	31	14th Ditto - - ditto - - -	30
4th Ditto - - ditto - - -	32	15th Ditto - - ditto - - -	31
5th Ditto - - ditto - - -	33	16th Ditto - - ditto - - -	33
6th Ditto - - ditto - - -	34	17th Ditto - - ditto - - -	28
7th Ditto - - ditto - - -	31	18th Ditto - - ditto - - -	21
8th Ditto - - ditto - - -	37	19th Ditto - - ditto - - -	31
9th Ditto - - ditto - - -	34	20th Ditto - - ditto - - -	31
10th Ditto - - ditto - - -	30		
11th Ditto - - ditto - - -	32		
		Average Days - - -	31 $\frac{1}{3}$

PARTICULARS of Seven successive Voyages of "Swordfish," *Liverpool to Pernambuco.*

	Days.
1st Voyage - - - - -	25
2d Ditto - - - - -	35
3d Ditto - - - - -	27
4th Ditto - - - - -	34
5th Ditto - - - - -	36
6th Ditto - - - - -	28
7th Ditto - - - - -	21
Average Days - - -	29 $\frac{1}{3}$

(2.)

Sir,

Liverpool, 24 January 1849.

In addition to our offer submitted herewith on the printed form for carrying Her Majesty's mails to the Brazils and Buenos Ayres, we beg to make the following explanations.

Our offer is framed on the supposition that the vessels are to call at Cape de Verd, Bahia, and Pernambuco on the outward passage, and the same homeward; in which case we agree to make the outward passage to Rio de Janeiro in 30 days, and homeward in 33 days.

24 **CONTRACTS ENTERED INTO AND TENDERS FOR**

Or we propose to call at Madeira, Teneriffe, Cape de Verd, Bahia, and Pernambuco on the outward passage, and the same homewards, in which case we should require 31 and 35 days respectively.

The time here stated is calculated from the known performance of the "Sarah Sands," but as the new vessels to be built will be of greater power in proportion to their tonnage, they will perform the voyage in still less time.

We propose, if thought desirable, to open the line of communication with the Brazils and the intermediate ports, by allowing the "Sarah Sands" to take the mail in April next in place of the regular sailing packet, and to carry a mail every three months till new vessels are built. By these means the agencies, coal depôts and other arrangements would be completed before the monthly mails are established, and thus avoid delays and confusion which have attended the opening of other mail communications.

As the smaller vessels would be more quickly built, we propose that they should take out the mails in March and April 1850, to be followed in regular succession by the larger vessels.

We respectfully submit also that we have strong claims on the notice of the Lords Commissioners of the Admiralty, for the following reasons: First, because Liverpool is the most desirable place for the vessels to start from, being the port from which the largest amount of manufactured goods is shipped to the Brazils.

Secondly, because we have had the greatest experience, and we may add, the greatest success in carrying out the auxiliary screw principle on foreign voyages.

We are most anxious to obtain this contract, which we feel confident of being able to perform satisfactorily, but should our offer not be in strict accordance with their Lordships' views, we should be happy to make any alterations or modifications in our tender that their Lordships may suggest. The vessels to be built will also be constructed agreeably with plans approved of by their Lordships.

We trust we may not be considered intrusive if we add another proposition, which we think may be acceptable to Her Majesty's Government, of great importance to commerce, and at the same time of great advantage to those who have the contract to the Brazils, viz., to run a monthly mail to the Cape of Good Hope to communicate with the larger vessels at Rio de Janeiro.

This would be performed by vessels of about 600 tons, and 120-horse power, and would require about 16 days in each direction.

We would undertake this branch of the service for the additional sum of 15,000 £.

Mr. Sands and Mr. Grantham are in attendance according with the instructions of their Lordships, and will be happy to give any further explanation of their views; and should this tender be considered favourable, they will confer with the gentlemen who are to join them in the undertaking, and make immediate arrangements for the execution of the contract.

We are, &c.

(signed) *F. and J. Sands & Co.*

The Secretary of the Admiralty.

TENDER for performing the MAIL SERVICE between *England* and the *Brazils* and *Buenos Ayres*.

Vessels' Names.	Tons by Register.	Whether propelled by Paddle Wheels or Auxiliary Screws.	Horse Power.	Average Speed. — Knots per Hour.	Where Lying.	Day on which the Vessel will be ready.		Ports proposed to touch at.
						For Survey.	Complete for Sea on the part of the Owners.	
1. "Sarah Sands;" T. & J. Sands & Co., Liverpool.	1,000	- - Auxiliary screw.	160	7 $\frac{1}{2}$	Liverpool -	March 1849	April 1849	Madeira. Teneriffe. Cape de Verd. Pernambuco. Bahia.
2. Not built - -	800	- ditto -	160	8	Not built -	March 1850	April 1850	
3. Ditto - - -	800	- ditto -	160	8	- ditto -	April "	May "	
4. Ditto - - -	800	- ditto -	160	8	- ditto -	May "	June "	
5. Ditto - - -	400	- ditto -	80	8	- ditto -	Feb. "	March "	
6. Ditto - - -	400	- ditto -	80	8	- ditto -	March "	April "	

Sir,

Liverpool, 24 January 1849.

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned vessels for seven years certain, at the rate of 50,000*l.* per annum, for conveying Her Majesty's mails and despatches between England and the Brazils and Buenos Ayres; subject to the several terms, rules, and regulations specified in the conditions exhibited to and perused by us, and referred to in an advertisement for tenders for the service above mentioned, published in the "London Gazette" on the 22d December 1848; and we propose Liverpool as the port of departure from England.

In the event of this tender being accepted, we engage that the vessels shall be ready for survey and complete for sea on or before the respective times above mentioned, complete on the owner's part in every respect, in failure of which we do hereby jointly and severally engage to forfeit and pay to Her Majesty the sum of 10*l.* for each day any vessel shall be delayed beyond the respective days above mentioned, and the Commissioners are in that case to have the option of rejecting her altogether.

Thomas Sands.

John Grantham, Broker, Liverpool.

And further, we do hereby authorise the Commissioners, and to execute to them on their behalf a contract or agreement, according to the said conditions.

Thos. & Jos. Sands & Co. and others,
Owners, of Liverpool.

The Secretary of the Admiralty.

N. B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Admiralty, at Somerset-place, with the words "Tender for Mail Service," and "Comptroller of Victualling and Transport Services," in the left-hand corner of the envelope; and no tender will be received unless it be made precisely according to the preceding printed form. Any conditions or alterations which the party tendering may wish to suggest must be added to the tender, either at the end of the printed form or by a separate letter at the time of making the tender.

The name and residence of the managing owner are to be noted under the vessel's name,

(3.)

TENDER for performing the MAIL SERVICE between *England* and the *Brazils* and *Buenos Ayres*.

Vessels' Names.	Tons by Register.	Whether Propelled by Paddle Wheels or Auxiliary Screws.	Horse Power.	Average Speed. — Knots per Hour.	Where Lying.	Day on which the Vessel will be ready.		Ports proposed to touch at.
						For Survey.	Complete for Sea on the part of the Owners.	
Five steamers, to be built suitable for the service. — 228, Regent-street, London.	Three of about 900 tons register, or not under 1,200 old mea- surement, for the service between England and Rio Janeiro; and two steamers of 500 tons register, or not under 700 old measurement, for the service be- tween Rio Janeiro and Buenos Ayres.	Paddle-wheels	Three steamers of 500 each; and two of 250 each.	Nine	- - -	May 1850	June 1850	To and from Lisbon. Madeira. Teneriffe. Cape de Verdes. Pernambuco. Bahia. Rio de Janeiro. Monte Video. Buenos Ayres.

Sir,

24 January 1849.

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned vessels for seven years certain, at the rate of 71,500 *l.* (seventy-one thousand five hundred pounds) per annum, for conveying Her Majesty's mails and despatches between England and the Brazils and Buenos Ayres, subject to the several terms, rules, and regulations specified in the conditions exhibited to and perused by us, and referred to in an advertisement for tenders for the service above mentioned, published in the "London Gazette" on the 22d December 1848, and we propose Liverpool as the port of departure from England.

In the event of this tender being accepted, we engage that the vessels shall be ready for survey and complete for sea on or before the respective times above mentioned, complete on the owner's part in every respect; in failure of which we do hereby jointly and severally engage to forfeit and pay to Her Majesty the sum of 10 *l.* for each day any vessel shall be delayed beyond the respective days above mentioned, and the Commissioners are, in that case, to have the option of rejecting her altogether.

Wm. Wheelwright, Broker.

And further, do hereby authorize
Commissioners, and to execute to them on
according to the said conditions.

to agree with the said
behalf a contract or agreement,

The Secretary of the Admiralty.

Wm. Wheelwright, for Self and other,
Owner.

N. B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Admiralty, at Somerset-place, with the words "Tender for Mail Service," and "Comptroller of Victualling and Transport Services," in the left-hand corner of the envelope, and no tender will be received unless it be made precisely according to the

(4.)

TENDER for performing the MAIL SERVICE between *England* and the *Brazils* and *Buenos Ayres*.

Vessels' Names.	Tons by Register.	Whether propelled by Paddle Wheels or Auxiliary Screws.	Horse Power.	Average Speed. Knots per Hour.	Where Lying.	Day on which the Vessel will be ready.		Ports proposed to touch at.
						For Survey.	Complete for Sea on the part of the Owners.	
"City of London" -	270	} Branch Packets between Rio and Buenos Ayres.						Madeira.
or								Teneriffe.
"Sir Robert Peel" -	320							Pernambuco.
"Earl of Auckland" -	450	Auxiliary screws	-- Six to eight per ton.	-- Seven and one-third.	- - - -	- - - -	- Six months from date of contract.	Bahia.
Ships to be built	450	}						Rio Janeiro.
	to 800							Monte Video.
								Buenos Ayres.

General Screw Steam Shipping Company's Office,
35, Mark-lane, 25 January 1849.

Sir,

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned vessels for seven years certain, at the rate of 30,952 *l.* 10 *s.* per annum, for conveying Her Majesty's mails and despatches between England and the Brazils and Buenos Ayres; subject to the several terms, rules, and regulations specified in the conditions exhibited to and perused by us, and referred to in an advertisement for tenders for the service above mentioned, published in the "London Gazette" on the 22d December 1848; and we propose Liverpool as the port of departure from England.

In the event of this tender being accepted, we engage that the vessels shall be ready for survey and complete for sea on or before the respective times above-mentioned, complete on the owners' part in every respect; in failure of which we do hereby jointly and severally engage to forfeit and pay to Her Majesty the sum of 10 *l.* for each day any vessel shall be delayed beyond the respective days above mentioned, and the Commissioners are in that case to have the option of rejecting her altogether.

And further, do hereby authorise the undersigned J. Laming to agree with the said Commissioners, and to execute to them on our behalf a contract or agreement, according to the said conditions.

James Laming, Managing Director.

Buchanan Balfour, Director.

To the Secretary of the Admiralty.

N. B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Admiralty, at Somerset-place, with the words "Tender for Mail Service," and "Comptroller of Victualling and Transport Services," in the left-hand corner of the envelope; and no tender will be received unless it be made precisely according to the preceding printed form. Any conditions or alterations which the party tendering may wish to suggest must be added to the tender, either at the end of the printed form, or by a separate letter at the time of making the tender.

The name and residence of the managing owner are to be noted under the vessel's name, and the broker's address must likewise be stated.

ROUTE (subject to such Alterations as the Board of Admiralty may suggest), allowing one Branch Steamer to carry the Outward and Homeward Mails between *Rio Janeiro* and *Buenos Ayres*.

Mails to be made up in London :

Day, for example, on the	-	-	-	-	-	-	-	-	4th January.
To sail from Liverpool	-	-	-	-	-	-	-	-	5th January.
Due at Madeira	-	-	-	-	-	-	-	-	13th January.
Due at Pernambuco	-	-	-	-	-	-	-	-	26th January.
Due at Bahia	-	-	-	-	-	-	-	-	29th January.
Due at Rio Janeiro	-	-	-	-	-	-	-	-	4th February.

Mail to be taken by the Branch Packet from Rio Janeiro to Buenos

Ayres	-	-	-	-	-	-	-	-	9th February.
Due at Buenos Ayres	-	-	-	-	-	-	-	-	17th February.

Mail for England, made up at Buenos Ayres on the

	-	-	-	-	-	-	-	-	27th February.
Branch Packet to sail	-	-	-	-	-	-	-	-	28th February.
Due at Rio Janeiro	-	-	-	-	-	-	-	-	6th March.

Mail transferred to the Packet, to sail

	-	-	-	-	-	-	-	-	14th March.
Due at Bahia	-	-	-	-	-	-	-	-	18th March.
Due at Pernambuco	-	-	-	-	-	-	-	-	21st March.
Due at Madeira	-	-	-	-	-	-	-	-	10th April.
Due at England	-	-	-	-	-	-	-	-	18th April.
Sail Again	-	-	-	-	-	-	-	-	5th May.

The following will be the result :

Letters posted in London 4th January, will be due at—

Madeira on the	-	-	-	-	-	-	-	-	13th January.
Due at Pernambuco	-	-	-	-	-	-	-	-	26th January.
Due at Bahia	-	-	-	-	-	-	-	-	29th January.
Due at Rio Janeiro	-	-	-	-	-	-	-	-	4th February.
Due at Buenos Ayres	-	-	-	-	-	-	-	-	17th February.

Letters posted at Buenos Ayres on the

	-	-	-	-	-	-	-	-	27th February.
Will be at Rio Janeiro	-	-	-	-	-	-	-	-	6th March.
Sail from Rio Janeiro	-	-	-	-	-	-	-	-	14th March.
Will be at Bahia	-	-	-	-	-	-	-	-	18th March.
Will be at Pernambuco	-	-	-	-	-	-	-	-	21st March.
Will be at Madeira	-	-	-	-	-	-	-	-	10th April.
Will be at England	-	-	-	-	-	-	-	-	18th April.
Ship to sail again	-	-	-	-	-	-	-	-	5th May.

THE WEST INDIA CONTRACT MAIL SERVICE.

29

Distance computed by Admiralty Hydrographer, 14,420 miles each voyage, or 173,040 miles for 12 voyages, at 3 s. 4 d. per mile - -	£.	s.	d.
	28,840	-	-
Board and cabin outfit of naval officers in charge of mails - - -	912	10	-
If the Board of Admiralty do not obtain free post charges, then 1,200 l. is to be charged in lieu thereof - - - - -	1,200	-	-
	£.	30,952	10 -

The number of officers in the naval military service of the Government to be taken at three-fourths of the usual charge is to be limited to the same number of passengers per ton as is stipulated in the Royal West India Mail Company's contract; the same additional allowance for premium of insurance in case of war, as is allowed in West India Mail contract.

Proposed Security :

W. R. Carey, Mark-lane.
B. Balfour, Fenchurch-street.

Joseph Barber, Brewer's Quay.
Messrs. Hankey, Bankers.

(5.)

Royal Mail Steam Packet Company,
No. 55, Moorgate-street, London,
25 January 1849.

Sir,

THE Directors of the Royal Mail Steam Packet Company submit herewith a Tender for performing the mail packet service to Brazil, by vessels of not less than 1,133 tons, builders' measurement, and with 400-horse power, being in the proportion of one-horse steam power to each 2½ tons burthen; and by an auxiliary screw vessel of 260 tons and 60-horse power, between Rio de Janeiro and Buenos Ayres.

As the communication by a separate line from Southampton would be maintained by such powerful means, and would comprise a rapid postal conveyance to and fro, between Great Britain, Madeira, the Canaries, and the Cape de Verd Islands, as well as with Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres, the Directors are convinced that it would prove more satisfactory to the mercantile community, and present greater advantage to the Government, than by attempting to perform the service with vessels of insufficient steam power, which the Directors will, however, make trial of (although without any confidence in their regularity), should their separate tender for that class of vessels be accepted.

St. Jago, the chief of the Cape de Verd Islands, being only 710 miles from Sierra Leone, an adoption of this line outward and homeward would furnish means for establishing (by an Admiralty steamer between Porto Praya and the coast of Africa) a monthly steam communication between England and the British possessions on that coast, as well as with the squadron there employed.

I have, &c.

(signed) E. Chappell,
Secretary.

To the Secretary of the Admiralty,
Whitehall.

TENDER for performing the MAIL SERVICE between *England* and the *Brazils* and *Buenos Ayres*.

Vessels' Names.	Tons by Register.	Whether Propelled by Paddle Wheels or Auxiliary Screws.	Horse Power.	Average Speed. — Knots per Hour.	Where Lying.	Day on which the Vessel will be ready.		Ports proposed to touch at.
						For Survey.	Complete for Sea, on the part of the Owners.	
Three steam-vessels, not yet named.	Not less than 1,133 tons each by builder's measurement.	Paddle-wheels	Not less than 400- horse power each.	Eight knots between Eng- land and Madeira, and ten knots thence to Rio Janeiro and back.	Not built	On launch- ing. First vessel in six months; se- cond, in se- ven months; third, in eight months.	First vessel in eight months; se- cond, in nine months; third, in ten months.	Both out and home, at Madeira. Teneriffe. St. Jago. Pernambuco. Bahia. Rio Janeiro. Monte Video. Buenos Ayres.

N.B.—The service between Rio de Janeiro and Buenos Ayres to be performed by an auxiliary screw vessel (in addition to the above), of not less than 260 tons builder's measurement, and 60-horse power; average speed, eight knots per hour; ready for survey in six months; and for sea in eight months.

Sir,

25 January 1849.

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned vessels for seven years certain, at the rate of 60,000 *l.* per annum, for conveying Her Majesty's mails and despatches between England and the Brazils and Buenos Ayres; subject to the several terms, rules, and regulations specified in the conditions exhibited to and perused by us, and referred to in an advertisement for tenders for the service above mentioned, published in the "*London Gazette*" on the 22d December 1848; and we propose Southampton as the port of departure from England.

In the event of this tender being accepted, we engage that the vessels shall be ready for survey and complete for sea on or before the respective times above mentioned, complete on the owner's part in every respect; in failure of which we do hereby jointly and severally engage to forfeit and pay to Her Majesty the sum of 10 *l.* for each day any vessel shall be delayed beyond the respective days above mentioned, and the Commissioners are in that case to have the option of rejecting her altogether.

And further, we do hereby authorise our Secretary, Captain Chappell, R.N., to agree with the said Commissioners, and to execute to them on our behalf a contract or agreement, according to the said conditions.

By order of the Court of Directors of the Royal Mail Steam Packet Company, owners.

(signed) *E. Chappell*,
Secretary,

The Secretary of the Admiralty.

N.B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Admiralty, at Somerset-place, with the words "Tender for Mail Service" and "Comptroller of Victualling and Transport Services," in the left-hand corner of the envelope; and no tender will be received unless it be made precisely according to the preceding printed form. Any conditions or alterations which the party tendering may wish to suggest must be added to the tender, either at the end of the printed form or by a separate letter at the time of making the tender.

The name and residence of the managing owner are to be noted under the vessel's name, and the broker's address must likewise be stated.

Time actually steaming between England and Rio Janeiro 23 days, and between Rio Janeiro and England 23 days, both exclusive of stoppages.

— No. 3. —

MEMORANDUM as to whether the Contract referred to was made by Public Tender, or by Private Arrangement without Public Tender.

THE contract for a continuance of the West India Contract Mail Service, and an extension of the mail service to Brazil, was entered into by an agreement, subsequent to the reception of the tenders, with the company who sent in the lowest tender.

Admiralty,
13 May 1851.

(signed) *J. H. Hay,*
Chief Clerk.

WEST INDIA CONTRACT MAIL SERVICE.

COPY of any Contract entered into between the Lords Commissioners of the Admiralty and the Royal Mail Steam Packet Company, for a Continuance of the West India Contract Mail Service, and an Extension of the MAIL SERVICE to *Brazil*; and of any Tenders or Proposal received from other Parties for the execution of such Service.

(*Lord Naas.*)

*Ordered, by The House of Commons, to be Printed,
15 May 1851.*

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on the RAILWAYS in *Great Britain* and *Ireland*, from the 1st of January to the 30th of June 1850, together with the Number of Passengers conveyed during that Period—(in continuation of the Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 197, Session 1850).

(PRESENTED BY HER MAJESTY'S COMMAND.)

*Ordered, by The House of Commons, to be Printed,
6 February 1851.*

RETURN of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have occurred on the RAILWAYS in *Great Britain and Ireland*, during the Half-year ending 30th June 1850; together with the Number of Passengers conveyed during the same Period—(in continuation of Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 197, Session 1850).

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :	Aberdare - - -	- - -	- - -	- - -	See "Taff Vale."
15 Feb. -	Aberdeen - - -	1	- - -	181,607	{ - Adam Linn, trespasser, crushed between waggon, while attempting to ride upon the buffers.
5 April -	- ditto - - -	1	- - -	- - -	{ - Joseph Simpson, servant of company, while coupling a waggon to a tender, was crushed between them.
	Arbroath and Forfar -	- - -	- - -	- - -	See "Aberdeen."
	Ardrossan - - -	- nil -	- nil -	35,574½	
	Bedford - - -	- - -	- - -	- - -	See "London and North Western."
	Belfast and Ballymena	- nil -	- nil -	167,148	
	Belfast and County Down - - - }	- nil -	- nil -	133,695	
	Birkenhead, Lancashire and Cheshire Junction - - - }	- nil -	- nil -	232,177	
	Bodmin & Wadebridge	- nil -	- nil -	1,668	
8 Feb. -	Bolton, Blackburn, Clitheroe and West Yorkshire - - - }	1	- - -	53,325	{ - Hugh Seward, stoker, while standing on the buffer plank of his engine, for the purpose of sanding the rails, slipped off, and was run over.
23 March	- ditto - - -	1	- - -	- - -	{ - Edward Aspden, plate-layer, fell from a waggon in motion, and was crushed by the wheels.
15 Jan. -	Bristol and Exeter -	- nil -	- nil -	273,851	{ - Passenger train ran into the Clevedon station at too great a speed, the engine going partly through the end of the station; no personal injury sustained.
	Buckinghamshire -	- nil -	- nil -	- - -	See "London and North Western."
26 Jan. -	Caledonian - - -	1	- - -	389,138	{ - Thomas Harris, fireman, jumped from his engine at the Calden Junction, being apprehensive of a collision with a cattle train, and was caught by his own tender, and run over.
4 Feb. -	- ditto - - -	1	- - -	- - -	{ - Andrew Crawford, fireman, while passing along a train in motion, fell, and was run over.
8 Feb. -	- ditto - - -	1	- - -	- - -	{ - Neil M'Iver, when at work at the St. Rollox Station, was caught between the buffers of two carriages, and killed.
13 Feb. -	- ditto - - -	- - -	1	- - -	{ - Mr. John Scruley, a passenger in a second-class carriage, had his thigh broken, in consequence of the train running into a goods train at the Abington station.
23 Feb. -	- ditto - - -	1	- - -	- - -	{ - Arthur Fleming, trespasser, labouring under insanity, threw himself across the rails in front of an approaching train, and was run over.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
28 Feb. -	Caledonian (<i>cont^d</i>) -	1	-	-	{ - - James Gurley, waggon-greaser, crushed between waggons which were being shunted. It is supposed he was attempting to get off the waggons while in motion.
17 March -	- ditto - - -	1	-	-	{ - - James Stewart, breaksman, incautiously standing upon the buffers before the train had stopped, was crushed so severely, that he died shortly afterwards.
5 April -	- ditto - - -	-	1	-	{ - - Alexander Wiper, servant of Company, fell while uncoupling waggons in motion, and had his arm injured by wheels passing over it.
27 May -	- ditto - - -	-	1	-	{ - - James Smith, labourer, in service of Company, fell while shunting a waggon, and had his leg broken by the wheels passing over it.
27 June -	- ditto - - -	1	-	-	{ - - George Bryden, waggon-greaser, is supposed to have been crushed between buffers when uncoupling waggons.
	Canterbury & Whitstable - - - }	-	-	-	See "South Eastern."
6 May -	Chester and Holyhead	1	-	157,108	{ - - — Midway, servant of Company, run over by a train.
17 June -	- ditto - - -	1	-	-	{ - - John Mort, breaksman, while shunting a train, fell, and was run over.
	Clarence - - -	- nil	- nil	34,061	
	Cockermouth and Workington - - }	- nil	- nil	24,265	
	Colchester, Stour Valley, Sudbury and Halstead - }	-	-	-	See "Eastern Union."
	Cork and Bandon -	- nil	- nil	26,817	
	Cork, Blackrock and Passage - - }	- nil	- nil	37,186	
	Drumpeller - - -	- nil	- nil	-	No passengers conveyed.
	Dublin and Belfast Junction - - }	- nil	- nil	44,640	
	Dublin and Drogheda	- nil	- nil	189,117	
30 March -	Dublin and Kingstown	1	-	1,049,070	{ - - Alexander M'Donnell, run over; supposed to be trespassing at the time.
	Dundalk and Enniskillen - - - }	- nil	- nil	28,379	
	Dundee and Arbroath	-	-	155,019	{ - - See "Dundee and Perth and Aberdeen Railways Junction."
	Dundee and Newtyle	-	-	-	Ditto - - - ditto.
14 Jan. -	{ Dundee and Perth and Aberdeen Railway Junction - }	1	-	106,212	{ - - George Finlay, guard on the Dundee and Arbroath line, missed his footing on the outside of a carriage, and falling, was run over and killed; night snowy and stormy.
19 Jan. -	- ditto - - -	1	1	-	{ - - Mr. Craigie, superintendent of the line, killed, and Major Dreghorn, his friend, injured, in consequence of a train of empty carriages, in which they were proceeding to Barnhill, being run into by a goods train.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
	East and West York- shire Junction - }	- nil -	- nil -	19,049	
	East Anglian - -	- nil -	- nil -	105,800	
12 Jan. -	Eastern Counties -	1	- -	1,537,868	{ - - John Rhodda, smith, in service of Company, run over while carelessly walking along the line.
9 Feb -	- ditto - - -	1	- -	- - -	{ - - John Parker, porter, run over while incautiously crossing the line in front of an express train.
12 Feb. -	- ditto - - -	- -	1	- - -	{ - - John Almond, porter, struck by an engine while incautiously crossing the line ; arm broken, and had to be amputated.
4 April -	- ditto - - -	1	- -	- - -	{ - - William Newall, superintendent of the Norfolk district, jumped from an engine in motion, fell, and was run over.
12 April -	- ditto - - -	1	- -	- - -	{ - - George Henson, guard, attempting to get upon a train in motion, fell, and was run over.
1 June -	- ditto - - -	1	- -	- - -	{ - - Samuel Cooke, pointsman, attempting to get upon a train in motion, fell, and was run over.
16 March -	Eastern Union - -	- -	- -	168,225½	{ - - A ballast engine, in assisting to propel a train heavily laden with between 300 and 400 passengers, through carelessness or accident, ran violently into the rear of the train, damaging the last carriage, and slightly injuring some of the second and third-class passengers, who were, however, able to proceed on their journey.
1 Jan. -	East Lancashire -	3	- -	807,169	{ - - The 7. 45. P. M. train from Preston having arrived at the Maghull station, it was found necessary to attach a carriage, and the train was shunted upon the down-line. At this time a goods train was heard approaching at a rapid rate from Preston, on the up-line, and some of the passengers, fearing it was coming on the down line, jumped out, and three of them were run over and killed by the goods train. The driver of the goods train was committed for trial for manslaughter.
1 Jan. -	- ditto - - -	- -	1	- - -	{ - - Night watchman, while coupling goods waggon, was struck violently on the head by a rope-hook which had broken off from a waggon.
12 Jan. -	- ditto - - -	- -	1	- - -	{ - - Laurence Ingham, porter, while coupling one waggon to another, which was loaded with timber, was struck by one of the projecting pieces : head severely injured.
14 Jan. -	- ditto - - -	1	- -	- - -	{ - - James Ramsbottom, night inspector, crushed between buffers while marshalling a goods train.
17 Jan. -	- ditto - - -	- -	3	- - -	{ - - Driver and two passengers slightly injured, in consequence of the train running into a coal train, which was crossing the line near Bury. Accident occurred through neglect of signals by the parties in charge of the coal train.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
21 Jan. -	East Lancashire— <i>continued.</i>	- -	2	- - -	{ - - Two passengers injured; one sustained a compound fracture of her leg, and the other had his arms and head severely bruised, in consequence of the tyre of a wheel of a second-class carriage breaking, and causing the carriage to be thrown over an embankment.
26 Jan. -	- ditto - - -	- -	1	- - -	{ - - — Ord, luggage guard, severely crushed between buffers while uncoupling carriages.
21 March -	- ditto - - -	1	- -	- - -	{ - - Joseph Gleaves, porter, fell while uncoupling a carriage from an engine in motion, and was run over.
21 May -	- ditto - - -	1	- -	- - -	{ - - Man run over at night, supposed to have been a passenger who had been carried too far, and was walking back.
14 June -	- ditto - - -	1	- -	- - -	George Smith, trespasser, run over.
22 June -	- ditto - - -	1	- -	- - -	{ - - John Howarth, guard, supposed to have fallen on his head while stepping from his break to the next carriage.
	East Lincolnshire -	- nil -	- nil -	77,121½	
	Edinburgh and Bathgate - - - }	- nil -	- nil -	15,246	
	Edinburgh and Glasgow - - - }	- nil -	- nil -	513,896	
1 Jan. -	{ Edinburgh, Perth and Dundee - - }	- -	1	562,853	{ - - Elizabeth Noble, passenger, while waiting at the Bonnington station for the train, with a child in her arms, was pushed off the platform by a number of other passengers rushing forward, and, falling before the train, had her leg crushed by the wheel of the engine, so as to render amputation necessary. The child was picked up unhurt.
11 April -	- ditto - - -	- nil -	- nil -	- - -	{ - - Passenger train ran into a truck which had been improperly moved on to the main line.
24 May -	- ditto - - -	1	- -	- - -	{ - - John Lawrie, porter, crushed between buffers while uncoupling waggons in motion.
31 May -	- ditto - - -	- -	1	- - -	{ - - Andrew Mitchell, firemen, while shunting trucks, had his leg crushed between two of them.
31 May -	- ditto - - -	1	- -	- - -	{ - - Porter in service of Edinburgh and Glasgow Railway Company, run over and killed while incautiously walking through the Leith Tunnel.
	Furness - - -	- nil -	- nil -	9,835	
	General Terminus and Glasgow Harbour - }	- nil -	- nil -	- - -	No passengers conveyed.
	{ Glasgow, Barrhead and Neilston Direct }	- nil -	- nil -	121,743	
	Glasgow, Dumfries and Carlisle - }	- nil -	- nil -	54,976	
	Glasgow, Kilmarnock and Ardrossan - }	- nil -	- nil -	- - -	See "Ardrossan."
	Glasgow, Paisley and Greenock - - }	- nil -	- nil -	361,509	

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1860.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1860:					
15 Feb. -	{Glasgow, Paisley, Kilmarnock and Ayr}	1	-	447,453	{ - - Andrew Brown, guard, crushed between two waggons which were about being attached to a train.
13 April -	- ditto - - -	1	-	-	Trespasser, run over.
27 April -	- ditto - - -	1	-	-	Woman run over while trespassing on the line.
1 June -	- ditto - - -	1	-	-	{ - - Samuel Davidson, labourer, in service of Company, attempting to get upon a train in motion, fell, and was run over.
7 March	Great Northern -	1	-	215,730½	{ - - George Boriss, engine-cleaner, accidentally run over by an engine.
	Great North of Eng-land - - - }	-	-	-	See "York, Newcastle and Berwick."
	Great North of Eng-land, Clarence and Hartlepool Junction }	-	-	-	See "York, Newcastle and Berwick."
5 Feb.	{Great Southern and Western (Ireland)}	1	-	225,276½	Trespasser, run over at night.
12 May -	- ditto - - -	-	1	-	{ - - Michael Mahony, night-watchman, incautiously crossing the line in front of an approaching train, was struck by the engine, and severely injured.
25 June -	- ditto - - -	1	-	-	{ - - William Scales, watchman in service of contractor, while in the act of preventing a horse and car from crossing the line, was struck by a train, and killed; verdict of manslaughter returned at inquest against the drivers of the cars, who had forced their way through the gate.
25 June -	- ditto - - -	1	-	-	{ - - William Carroll, in service of the Company, run over at night; he was observed to be intoxicated a short time before the accident.
4 March	Great Western -	1	-	1,115,231½	{ - - George Millett, run over while imprudently standing on the line reading a letter.
	Hartlepool Dock and Railway - - }	-	-	-	See "York, Newcastle and Berwick."
	Hull and Selby -	-	-	-	See "York and North Midland."
	Irish South Eastern -	- nil	- nil	19,489	
	Kendal and Windermere - - }	- nil	- nil	45,344	
	Kilmarnock and Troon -	-	-	-	See "Glasgow, Paisley, Kilmarnock and Ayr."
7 Jan. -	{Lancashire and York-shire - - - }	1	-	2,438,224½	{ - - Alfred Sheffield, fireman, killed in consequence of a collision at the junction of the Liverpool and Bury and Bolton and Preston Lines.
5 Feb. -	- ditto - - -	-	4	-	{ - - Six loaded coal-waggons having been blown out of a siding on the Bolton, Blackburn, Clitheroe and West Yorkshire Railway, proceeded for a distance of 11 miles, and running into a passenger train which was standing at the Clifton Station of the Lancashire and Yorkshire Railway, caused injury to four passengers.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

7

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
20 Feb.	{ Lancashire and York- shire (continued) }	1	-	-	{ - - Oldroyd, a butcher, loading sheep at a siding, and attempting to get over waggons while in motion, was crushed between the buffers.
25 Feb.	- ditto - - -	1	-	-	{ - - Thomas Taylor, guard, run over while attempting to get upon a train in motion.
4 March	- ditto - - -	1	-	-	{ - - John Heyes, guard, came in contact with a bridge while crossing the roof of a carriage to put on a break, and falling off, was run over.
11 April	- ditto - - -	-	1	-	{ - - James Jagger, passenger, attempting to get into a train in motion, fell between the platform and the carriages, and had his leg crushed.
19 April	- ditto - - -	1	-	-	{ - - James Hurst, an old man, 80 years of age, and very deaf, run over at a level crossing while attempting to cross the line.
27 April	- ditto - - -	1	-	-	Thomas Spencer, trespasser, run over.
21 May	- ditto - - -	1	-	-	{ - - Ann Seaton, seven years old, attempting to cross the line at the Pier-head, Fleetwood, was knocked down, and killed by a goods train.
24 May	- ditto - - -	1	-	-	{ - - Andrew Pollitt, a Sunday-school scholar and passenger, riding on the top of a carriage, although cautioned against it, came in contact with a bridge, and was injured on the head so severely that death ensued.
24 June	- ditto - - -	-	1	-	{ - - James Bury, trespasser, knocked down by an engine, and had his right arm and ribs fractured: had been frequently warned against walking on the line.
	Lancaster and Carlisle	- nil	- nil	186,731	
	Lancaster and Preston Junction - - }	-	-	-	See "Lancaster and Carlisle."
	Leeds and Bradford -	-	-	-	See "Midland."
	Leeds and Thirsk -	- nil	- nil	106,675	
	Liskeard & Caradon -	- nil	- nil	-	Not open for passengers.
	Liverpool, Crosby and Southport - - }	- nil	- nil	44,603½	
	Llanelly Railway and Dock Company - }	- nil	- nil	3,541	
	Llynvi Valley - -	- nil	- nil	-	Not open for passengers.
16 Jan.	{ London and Black- wall - - - }	-	3	1,313,975	{ - - An engine, after being detached from the up-train at the Fenchurch-street station, came on at too great a speed, and, coming in collision with the waiting train, caused rather severe injury to three passengers.
	London and Greenwich - - }	-	-	1,209,164	See "South Eastern."
					- - One passenger slightly injured. Engine and

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
26 March -	{ London and North } Western (continued)	-	2	- - -	{ - - Martin Brown, engine-driver, slightly scalded, and Henry Stokes, a night labourer, had his ear blown off, in consequence of the bursting of the boiler of a pilot engine, which was standing at the Wolverton station.
31 March -	- ditto - - -	-	1	- - -	{ - - William Howard, engine-driver, had his ribs fractured, and otherwise injured, in consequence of the engine, tender, van and a second-class carriage running off the rails.
28 May -	- ditto - - -	-	2	- - -	{ - - Engine-driver and fireman of a goodstrain injured, in consequence of the engine and a part of the train being thrown off the rails by a large bale of cloth, which had fallen from a preceding train.
2 April -	{ London and South } Western - - -	1	-	1,473,341½	{ - - Henry Pearce, labourer, committed suicide, by throwing himself on the line in front of an ap- proaching train, and was run over: was insane at the time.
1 April -	- ditto - - -	1	-	- - -	{ - - George Bull, cab-driver, run over while tres- passing on the line.
14 May -	- ditto - - -	1	-	- - -	{ - - Charles Ironmonger, porter, fell while un- coupling waggons, and was run over.
8 June -	- ditto - - -	1	-	- - -	{ - - Robert John Kemp, committed suicide, by throwing himself on the railway before an ap- proaching train, being at the time in a state of derangement.
28 June -	- ditto - - -	1	-	- - -	{ - - Servant of coke contractor run over while in- cautiously crossing in front of a train.
4 Feb. -	{ London, Brighton and } South Coast - -	1	-	1,228,920	{ - - John Bury, passenger, jumped out of a car- riage on the off side of a down-train, at the West Croydon station, after the train had started, and was run over by an up-train.
1 March -	- ditto - - -	-	5	- - -	{ - - On the train from London to Croydon arriving at the junction where the Croydon line diverges from the main line, the engine and tender, owing to the points being out of order, proceeded on the main line, while the carriages took the Croy- don line; the carriages were drawn off the rails, and one of them falling on its side, caused injury to five passengers.
26 April -	- ditto - - -	1	-	- - -	{ - - John Haulks, plate-layer, run over while in- cautiously walking along the line.
10 May -	- ditto - - -	-	1	- - -	{ - - Boy, 11 years of age, attempting to get upon waggons which were being shunted, fell, and had his legs and arms injured by the wheels.
13 May -	- ditto - - -	-	1	- - -	{ - - Francis Bradford, guard, attempting to get upon a train in motion, fell, and wheels pass- ing over his foot, rendered amputation neces- sary.
	Londonderry and En- niskillen - - -	- nil -	- nil -	50,000	
	Lowestoft Railway and Harbour Com- pany - - -	- - -	- - -	- - -	See " Eastern Counties."
	Manchester and South- port - - -	- - -	- - -	- - -	See " Lancashire and Yorkshire."

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
13 May -	{ Manchester, Buxton, Matlock and Mid-lands Junction - }	- nil -	- nil -	30,082	
7 Jan. -	{ Manchester, Sheffield and Lincolnshire - }	- -	1	1,018,754	{ - - Matthew Maiden, a third-class passenger, injured on the head, in consequence of a coke train coming into collision with the train by which he was travelling.
24 April -	- ditto - - -	- -	1	- - -	{ - - Henry Oates, guard, run over by a train, and dangerously injured ; cause of accident unknown.
9 May -	- ditto - - -	- -	1	- - -	{ - - P. France, trespasser, jumped from the break van of a train on which he was riding without a ticket, and injured his arm so much, that amputation was necessary.
25 June -	- ditto - - -	1	- -	- - -	{ - - James Marshall, plate-layer, run over by a passenger train on the up-line, on which he had stepped, to avoid a goods train on the down-line.
	Manchester, South Junction and Al-trincham - - }	- nil -	- nil -	308,969	
	Maryport and Carlisle	- nil -	- nil -	56,207	
	Middlesbrough and Redcar - - }	- -	- -	- - -	See "Stockton and Darlington."
4 Jan. -	Midland - - -	- nil -	- nil -	2,298,246	{ - - Twenty-four waggons of a goods train thrown off the line, in consequence of the train passing over a broken rail.
5 Jan. -	- ditto - - -	- -	1	- - -	{ - - Richard Dalton, guard. While looking out of the van, his head came in contact with a signal post, and he was thrown out.
29 Jan. -	- ditto - - -	1	- -	- - -	{ - - Thomas Creswell, workman on the South Yorkshire Railway, run over by a train while incautiously crossing in front of it.
3 Feb. -	- ditto - - -	1	- -	- - -	{ - - John Wood, a pauper, trespassing, run over ; had been repeatedly warned to keep out of the way of the trains.
10 Feb. -	- ditto - - -	- nil -	2	- - -	{ - - A boy fell out of a carriage in motion, in consequence of the door being unfastened, and his father jumped out after him ; neither were much injured, and both proceeded on their journey.
13 Feb. -	- ditto - - -	- -	1	- - -	{ - - Matthew Firth, goods porter, getting off an engine in motion, fell, and wheels passing over his legs, broke one, and severely crushed the other.
23 Feb. -	- ditto - - -	1	- -	- - -	{ - - Thomas Shaw, goods guard, crushed between tender and waggons while uncoupling them.
8 March -	- ditto - - -	1	- -	- - -	{ - - John Faulkner, labourer, not in Company's service, while wheeling a barrow across the railway at a crossing, was run over, and killed ; had been warned not to cross.
30 March -	- ditto - - -	1	- -	- - -	{ - - G. Proudlove, plate-layer, run over by a cattle-waggon, which was struck by some other waggons which were being hauled into a siding.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
31 March -	Midland (continued) -	-	1	-	- - Passenger attempting to get out before the train had stopped, fell on the line, and dislocated his shoulder and ankle.
22 April -	- ditto - - -	-	1	-	- - George Pearcey, engine-driver, struck by a passing engine while incautiously standing on the line by his own engine; the cap of his knee was broken, and he was otherwise injured.
6 May -	- ditto - - -	1	-	-	- - Thomas Mitchell, plate-layer, run over by one train while endeavouring to avoid another.
16 May -	- ditto - - -	-	1	-	- - Passenger from Wakefield to Normanton station had his foot crushed by the wheels of an engine; he had returned to the railway in a state of intoxication, after having been taken to the turnpike-road by the porter.
16 May -	- ditto - - -	1	-	-	- - Thomas Middleton, fireman. While double-shunting waggons, the lever of the switches came out of the box, causing him to fall across the rails, some of the waggons passing over him.
31 May -	- ditto - - -	-	1	-	- - Boiler of a mail-train engine exploded at Kegworth, just as it was ready to start with the train, causing the engine-man, John Onsley, to be slightly scalded.
4 June -	- ditto - - -	1	-	-	James Hemming, trespasser, run over.
8 June -	- ditto - - -	-	1	-	- - Joseph Chambers, pointsman, while crossing the rails in the Derby yard, was knocked down by an engine, which was backing into the station; foot crushed.
14 June -	- ditto - - -	1	-	-	- - Elizabeth Martin, a child four years old, run over while attempting to cross the line at the level crossing at the Bulwell Forest-gate.
	Midland Great Western (Ireland) -	- nil -	- nil -	112,942½	
	Mold - - -	- nil -	- nil -	19,640	
	Monkland Railways -	- nil -	- nil -	100,953	
	Monmouthshire Railway and Canal Company - -	- nil -	- nil -	-	No passengers.
7 Jan. -	Newcastle and Carlisle	1	-	241,860	- - Ann Wilson, third-class passenger, aged 70, in getting out of a train while it was starting from a station, fell between the platform and the carriages, and received such severe injuries, that death ensued on the following day.
28 Jan. -	- ditto - - -	1	-	-	- - William Wren, publican, run over while crossing at a place where there was no footpath.
22 April -	- ditto - - -	-	1	-	- - Thomas Armstrong, a boy, trespassing and attempting to ride upon a luggage van, fell, and had his foot crushed by the wheels.
9 May -	- ditto - - -	1	-	-	- - James Birrell, a boy 7½ years old, while at play with other boys, at a siding, ran upon the rails, and was crushed between some trucks and a train which was being shunted at the time.
	Newmarket - - -	- nil -	- nil -	11,513	
	Newry, Warrenpoint and Rostrevor -	- nil -	- nil -	38,999	
	Norfolk - - -	-	-	-	See "Eastern Counties."

RETURN RELATIVE TO RAILWAY ACCIDENTS.

11

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
18 Jan. -	North British - -	1	- -	459,315½	{ - - An old woman, name unknown, run over and killed by an express train, while she was attempting to cross the line when within 30 yards of the engine.
27 March -	- ditto - - -	1	- -	- - -	{ - - William Gowland, foreman of surface-men, run over by one train while endeavouring to avoid another.
13 April -	- ditto - - -	- -	1	- - -	{ - - Thomas Cherry, engine-driver. Goods train ran into another at Reston Station; Cherry was thrown from his engine, and one of the trucks passed over his legs.
11 May -	- ditto - - -	- -	5	- - -	{ - - An engine, about being attached to a passenger train, came too violently in contact with it, causing slight injuries to some of the passengers.
13 May -	- ditto - - -	- -	4	- - -	{ - - Passenger train ran into a coal train, causing injury to four passengers.
	Northern and Eastern	- -	- -	- - -	See "Eastern Counties."
21 Feb. -	North Staffordshire -	1	- -	354,158½	{ - - William Ratcliffe, contractor's labourer, run over while imprudently walking on the line.
8 June -	- ditto - - -	1	- -	- - -	{ - - Thomas Walters, porter, run over while incautiously crossing the line.
	North Union - -	- -	- -	- - -	{ - - Traffic included in "Lancashire and Yorkshire" and "London and North Western" Companies' Returns.
	North Western -	- nil -	- nil -	84,679	
	Preston and Long-ridge - - }	- nil -	- nil -	22,751	{ - - Leased to "Fleetwood, Preston and West Riding Junction Railway Company."
	Reading, Guildford and Reigate - }	- -	- -	- - -	See "South Eastern."
26 Jan. -	{ St. Helen's Canal and Railway Company }	1	- -	91,941	{ - - Samuel Harvey, book-keeper, in employ of Company, run over while he was incautiously crossing in front of an engine which was coming out of a siding.
	Saundersfoot Railway and Harbour Company - - }	- nil -	- nil -	- - -	Not used for passengers.
26 Jan. -	Scottish Central -	- nil -	- nil -	138,185	{ - - Special train broke through the gates at the level crossing near the Dunblane Station.
29 May -	{ Scottish Midland Junction - - }	1	- -	71,808	{ - - Thomas Bell, guard, crushed between buffers while placing goods waggons.
	Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole - }	- -	- -	- - -	See "Lancashire and Yorkshire."
	Shrewsbury and Birmingham - }	- nil -	- nil -	164,785	
	Shrewsbury & Chester	- nil -	- nil -	152,406	
	Shropshire Union Railways and Canal }	- nil -	- nil -	163,824	

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
7 Feb. -	South Eastern - -	1	- -	1,481,068	{ - - Samuel Bingham, a corporal in the Royal Artillery, while waiting at a station for the arrival of a train, is supposed to have stepped from the platform to pick up his glove, and was run over by a passing train.
8 Feb. -	- ditto - - -	- nil -	- nil -	- - -	{ - - Engine and several carriages of the 5 P. M. down train ran off the line.
1 April -	- ditto - - -	1	- -	- - -	{ - - Charles Huntley, a third-class passenger, having climbed up the inside of the carriage in which he was riding (an open one), and seating himself on the roof, his head came in contact with the iron roofing of the Spa Road Station, causing instant death.
24 June -	- ditto - - -	1	- -	- - -	{ - - Robert Orme, ticket collector, run over while incautiously crossing the line.
	South Staffordshire -	- nil -	- nil -	156,741	
	South Wales - - -	- nil -	- nil -	14,448	
	South Yorkshire, Don-	- nil -	- nil -	39,412	
	caster and Goole - }				
13 Feb. -	Stockton and Dar-	1	- -	173,503	{ - - Joseph Newton, passenger, jumped from a train in motion, and was killed.
	lington - - - }				
9 April -	- ditto - - -	1	- -	- - -	{ - - William Longstaff, farmer, attempting to cross the railway with a cart and horses, and endeavouring to remove some waggons of a train which were in his way, was crushed between them by the engineman backing his engine.
	Stockton and Hartle-	- nil -	- nil -	40,072	
	pool - - - }				
	Taff Vale - - -	- nil -	- nil -	121,722	
	Taw Vale Railway }	- nil -	- nil -		
	and Dock Company }				
	Ulster - - -	- nil -	- nil -	226,110	
	Waterford and Kilkenny	- nil -	- nil -	18,268	
	Waterford and Limerick	- nil -	- nil -	30,134	
	Wear Valley - - -	- - -	- - -	- - -	See Stockton and Darlington.
	West Cornwall - -	- nil -	- nil -	34,909	
	West London - - -	- - -	- - -	- - -	{ - - Traffic included in "London and North Western."
	Whitehaven and Fur-	- nil -	- nil -	31,308	
	ness Junction - }				
	Whitehaven Junction	- nil -	- nil -	71,107	
	Wilts, Somerset and }	- - -	- - -	- - -	Traffic included in "Great Western."
	Weymouth - }				
	Windsor, Staines and }	- - -	- - -	- - -	See "London and South Western."

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 30th June 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
29 June -	{York and North Mid-land—cont ^d - -}	1	-	-	{ - - Mrs. Ann Martin, a lady residing in York. It appears she had been walking on the line, and observing a train approach, became confused, and while endeavouring to cross the line, was run over and killed.
28 Jan. -	{York, Newcastle and Berwick - -}	1	-	1,476,812	{ - - Eleanor Shannon, a girl, 14 years of age, crossing the line at Trindon Grange crossing, was run over by an engine while she was endeavouring to avoid a train coming from the opposite direction.
2 Feb. -	- ditto - - -	2	1	-	{ - - John Tinkler, fireman, and Thomas Wilson, engineman, killed, and Francis Howe, guard, injured, by the bursting of the boiler of an engine of a coal and timber train.
15 Feb. -	- ditto - - -	1	-	-	{ - - Mr. R. Robson, a gentleman, run over by a mail train while crossing the line at the Lucker level crossing.
16 Feb. -	- ditto - - -	1	-	-	{ - - Eleanor Robson, aged 7½ years, while crossing the railway at Trindon Grange behind a train of waggons, was run over by a train on the other line of rails.
16 March -	- ditto - - -	1	-	-	{ - - Philip Lawson, fireman, fell, and was run over, while attempting to uncouple waggons in motion.
16 March -	- ditto - - -	1	-	-	John Potts, trespasser, run over at night.
13 April -	- ditto - - -	1	-	-	{ - - William Henderson, servant of company, while uncoupling waggons, fell, and was run over.
16 April -	- ditto - - -	-	1	-	{ - - William Donkin, trespasser, knocked down by a train, and had his arm broken and leg bruised.
10 April -	- ditto - - -	1	1	-	{ - - Samuel Quin, servant of company, killed, and James Stevens, ship-boy, injured, in consequence of the crane chain breaking while the parties were engaged in taking ballast out of a vessel in the Wear Dock.
18 April -	- ditto - - -	1	-	-	Patrick Welch, trespasser, run over.
19 April -	- ditto - - -	1	-	-	{ - - Hannah Dixon, a child, three years old, run over while attempting to cross the line after her mother.
16 May -	- ditto - - -	-	1	-	{ - - Collision between a mail train and a coal train on the Durham Branch, causing slight injury to one passenger.
13 May -	- ditto - - -	1	-	-	{ - - George Farms, servant of contractor, while driving a horse and some waggons on the line, fell, and was run over.
20 May -	- ditto - - -	-	1	-	{ - - William Nelson, plate-layer, struck and had his arm broken by one train, while he was avoiding another train coming from the opposite direction.
	TOTAL - - -	93	68	31,766,503	

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RETURN of the Number and Nature of the ACCIDENTS and INJURIES to LIFE and LIMB which have occurred on the RAILWAYS in *Great Britain and Ireland*, during the Half-year ending 31st December 1850; together with the Number of Passengers conveyed during the same Period—(in continuation of Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 13, of the present Session).

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:	Aberdare - - -	-	-	-	See "Taff Vale."
23 Sept.	{Aberdeen (including Arbroath & Forfar)}	1	-	255,204½	{ - - John Fyfe, servant of Company, crushed between buffers, while uncoupling waggons.
	Ambergate, Nottingham and Boston, and Eastern Junction -	-	-	47,930	From 15th July to 31 December 1850.
	Arbroath and Forfar	-	-	-	See "Aberdeen."
	Ardrossan (including Glasgow, Kilmarnock & Ardrossan)	-	-	54,450½	
	Bedford - - -	-	-	-	See "London and North Western."
	Belfast and Ballymena	-	-	191,189	
	Belfast and County Down - - -	-	-	211,843	
	Birkenhead, Lancashire and Cheshire Junction - - -	-	-	288,013	
26 Dec.	Bodmin & Wadebridge	1	1	1,802	{ - - Joseph Hicks, guard of horse-carriages, killed, and a female passenger injured, in consequence of a waggon, laden with salt, having broken away from its drag when on an incline, and running into the passenger-carriage.
	Bolton, Blackburn, Clitheroe and West Yorkshire - - -	-	-	-	See "Lancashire and Yorkshire."
	Bristol and Exeter - - -	-	-	339,358	
	Buckinghamshire - - -	-	-	-	See "London and North Western."
23 July	{Caledonian (including Wishaw and Coltness) - - -}	1	-	507,286	{ - - John Scott, breaksman of goods-train, crushed between buffers while coupling a waggon loaded with timber to his train.
28 Aug.	- ditto - - -	-	1	-	{ - - Edward Brannagan, waggon-driver of iron company using the line, fell off his waggon, and had his leg so severely crushed that it had to be amputated.
26 Sept.	- ditto - - -	-	1	-	{ - - Robert M'Call, porter, knocked down by an engine while shunting waggons, and had his leg crushed.
31 Oct.	- ditto - - -	-	1	-	{ - - Daniel M'Arthur, horse-driver, in service of Mr. Loonie, of Glasgow, had his hand severely crushed, by getting it entangled between the connecting rod and the spoke of an engine-wheel, while he was incautiously sanding the rails in front of the engine at the St. Rollox station.
1 Nov.	- ditto - - -	1	-	-	{ - - Cornelius Foy, servant of Company, while at work cleaning the cart-road in a station, stepped between the rails, and was struck by a train which was moving into it.
	Caledonian and Dumbartonshire Junction - - -	-	-	117,772	

RETURN RELATIVE TO RAILWAY ACCIDENTS.

3

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :	Canterbury and Whitstable - - - }	-	-	-	See "South Eastern."
5 Oct. -	Chester and Holyhead	1	-	238,623	{ - - Fireman came in contact with a bridge while climbing on the roof of a carriage in motion.
Nov. 9 -	- ditto - - -	1	-	-	{ - - W. Stam, policeman, killed by jumping from a train in motion.
	Clarence - - -	-	-	49,981	
	Cockermouth and Workington - }	-	-	29,778	
	Colchester, Stour Valley, Sudbury and Halstead - - }	-	-	-	See "Eastern Union."
	Cork and Banden - -	-	-	27,729	
	Cork, Blackrock and Passage - - }	-	-	203,871	
	Drumpeller - - -	-	-	-	No passengers carried.
	Dublin and Belfast Junction - - }	-	-	54,431	
	Dublin and Drogheda - -	-	-	264,811	
	Dublin and Kingstown - -	-	-	1,257,939	
	Dundalk and Ennis-killen - - }	-	-	25,802	
	Dundee and Arbroath - -	-	-	205,974	
	Dundee and Newtyle - -	-	-	-	{ - - See "Dundee and Perth and Aberdeen Railway Junction."
14 July -	{ Dundee and Perth and Aberdeen Railway Junction, including Dundee and Newtyle - }	-	1	153,789	{ - - Ann Park, struck and injured by a mail-train while trespassing on the line.
	East and West India Docks and Birmingham Junction }	-	-	223,335	From 26th September to 31st December 1850.
	East and West Yorkshire Junction - }	-	-	27,297½	
8 Oct. -	East Anglian - - -	-	1	127,769	{ - - James Robinson, trespasser, run over at night while walking on the line, and had his hand crushed by the wheels of carriages.
5 Aug. -	{ Eastern Counties (including "Northern and Eastern," "Norfolk and Lowestoft" Railways) - }	1	-	1,719,338	{ - - Clarke, a little boy aged 19 months, son of a plate-layer, playing on the line, was struck by an engine, and killed.
18 Aug. -	- ditto - - -	1	-	-	{ - - John Beard, a gunsmith, placed himself across the rails in front of an approaching train, and was run over : verdict, temporary insanity.
2 Sept. -	- ditto - - -	1	-	-	{ - - George Griffiths, an intended passenger, run over while endeavouring to cross the line near the Barking-road station.
8 Sept. -	- ditto - - -	-	6	-	{ - - a passenger-train running into the Enfield station at too great a speed, caused injuries to six passengers.
					{ - - Nine plate-layers having unloaded a ballast-train, stopped between the rails of the other line

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
7 Dec.	Eastern Counties, &c.— continued.	1	-	-	{ - John Kemble, goods-guard, run over by a passenger-train while he was standing with a signal on the rails to protect his train, which was being shunted at the time at the Broxbourne station.
23 Dec.	- ditto - - -	-	12	-	{ - Collision at the Brick-lane goods station; 12 passengers injured.
23 Dec.	- ditto - - -	-	13	-	Collision at Stratford; 13 passengers injured.
4 Oct.	{ Eastern Union (in- cluding Colches- ter, Stour Valley, Sudbury and Hals- tead) - - - }	2	-	224,771	{ - Mr. Hatchwell and Mr. Wolton, station-masters at Bury St. Edmond's and Thurston, riding on the roof of a carriage, were knocked off, by coming in contact with a bridge, and instantly killed.
1 July	East Lancashire	1	-	1,026,509½	{ - William Walker, guard, came in contact with a bridge while walking on the top of a carriage.
15 July	- ditto - - -	-	1	-	{ - Abraham Curlin, fireman, had his ankle crushed while unhooking waggons in motion.
24 July	- ditto - - -	-	1	-	{ - John Grindrod, passenger, getting out of a carriage in motion, fell, and dislocated his hip.
10 Aug.	- ditto - - -	1	-	-	{ - Peter Goodier, goods-guard, slipped while shunting waggons, and was run over.
29 Aug.	- ditto - - -	1	-	-	{ - Mr. Middleton, killed in consequence of the express train, in which he was a passenger, running into an empty cattle-truck near the Marsden Station.
9 Sept.	- ditto - - -	-	1	-	{ - John Edwards, servant of Company, fell while attempting to get upon a coal-train in motion, and had his head bruised and his leg broken.
16 Sept.	- ditto - - -	1	-	-	{ - John Brinnard, crossing the line at an occupation road, in front of an approaching train, was run over, and killed. It is stated that he was quite deaf, and nearly blind.
4 Nov.	- ditto - - -	1	-	-	John Hime, run over while trespassing.
18 Nov.	- ditto - - -	1	-	-	{ - George Lord, labourer, while building a wall near a siding at a station, was knocked down by a goods-waggon, which was being shunted at the time.
21 Nov.	- ditto - - -	-	1	-	{ - Emmett Aldersly, goods-guard, while shunting his train through the little tunnel at Bury, was knocked down, and severely injured by a contractor's engine, which had proceeded through the tunnel without the driver sounding his whistle.
14 Dec.	- ditto - - -	1	-	-	{ - George Tayler, officer in service of contractor, accidentally fell from a waggon, and was run over.
	East Lincolnshire	-	-	78,641½	
	Edinburgh and Bath- gate - - - }	-	-	16,542	
1 Aug.	{ Edinburgh and Glas- gow - - - }	5	9	565,748	{ - An excursion train from Edinburgh ran into another excursion train standing at the Cowlairs station, causing death to five passengers, who were riding in a cattle-truck in the rear of the standing train, and injuries to nine others.
20 Sept.	- ditto - - -	1	-	-	{ - William Robertson, guard, accidentally fell from his train, and was killed.
4 Oct.	{ Edinburgh, Perth and Dundee - - - }	1	-	718,820	{ - David Wise, guard of coal-train, accidentally fell from his train, and was killed.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31 Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :	Furness - - - -	-	-	20,181	
	General Terminus and Glasgow Harbour - - - }	-	-	-	No passengers carried.
9 Aug. -	{Glasgow and South Western (including Kilmarnock and Troon) - - }	-	2	575,394	{ - - Passenger-train of the Glasgow and Paisley Joint Railway ran into the Glasgow station at too great a rate of speed, and coming into collision with some carriages, caused injuries to two passengers.
31 Aug. -	- ditto - - - -	1	-	-	{ - - Robert Smith, passenger, jumped from a train in motion, and was run over.
6 Nov. -	- ditto - - - -	-	1	-	{ - - Female passenger endeavouring to get into a train in motion, fell, and the wheel of a carriage passed over her foot.
26 Nov. -	- ditto - - - -	1	-	-	{ - - Labourer on the line run over while incautiously removing some gravel in front of an approaching train.
6 Dec. -	- ditto - - - -	1	-	-	{ - - Servant of Company run over while crossing the line contrary to regulations.
	Glasgow, Barrhead and Neilston Direct }	-	-	133,476	
	Glasgow, Dumfries and Carlisle. }	-	-	48,946	{ - - From 1st July to 26th October, subsequent to which the traffic has been included in Glasgow and South Western Returns.
	Glasgow, Kilmarnock and Ardrossan - }	-	-	-	See "Ardrossan."
	Glasgow, Paisley and Greenock - - }	-	-	436,253	
15 Aug. -	Great Northern -	1	-	465,069½	{ - - Henry Overton, contractor's labourer, run over while incautiously crossing in front of an approaching train.
7 Sept. -	- ditto - - - -	1	-	-	{ - - — Newman, plate-layer, getting out of a ballast-train drawn by horses, fell, and was run over.
11 Sept. -	- ditto - - - -	1	-	-	{ - - William Howden, plate-layer, run over by a special engine, which he did not see approaching.
21 Sept. -	- ditto - - - -	1	8	-	{ - - Passenger-train ran into a cattle-train at the Hatfield station, causing injury to five passengers, one engine-driver (since dead), one stoker, and two guards.
25 Sept. -	- ditto - - - -	1	-	-	{ - - George Muggleton, ballast-man, accidentally fell from a waggon, and was run over.
12 Oct. -	- ditto - - - -	-	3	-	{ - - Passenger-train ran into a waggon loaded with stones, which was being shunted across the line at the Stevenage station; one passenger and the guard and fireman were injured; the accident occurred principally through the neglect of station-clerk and signal-porter.
28 Oct. -	- ditto - - - -	1	-	-	{ - - George Lovell, goods-guard, accidentally fell from a train in motion.
13 Nov. -	- ditto - - - -	-	1	-	{ - - — Thompson, labourer in Company's service, crossing the line in front of one engine while his attention was directed to another coming from the opposite direction, was knocked down by the former, and had both legs cut off below the knees.
3 Dec. -	- ditto - - - -	-	1	-	{ - - — Tyler, engine-driver, slightly injured by a coal-train running into a goods pick-up train, which was standing at Barnet station; (both engine-drivers have been dismissed the Company's service).

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31 Dec. 1856.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
27 Dec.	Great Northern—cont ^d	1	-	-	{ - Edward Cole, night-watchman, run over and killed by the up-mail-train while he was crossing the line.
31 Dec.	- ditto - - -	1	-	-	{ - Daniel Gray, farm-labourer, run over while crossing the line near the Hatfield station.
	Great North of Eng- land - - - }	-	-	-	See "York, Newcastle and Berwick."
	Great North of Eng- land, Clarence and Hartlepool Junction }	-	-	-	See "York, Newcastle and Berwick."
6 July	{ Great Southern and Western - - }	1	-	257,561	{ - John Callaghan, struck by an engine while he was driving a horse and cart over the level crossing at the Buttevant station.
15 Aug.	{ Great Western (in- cluding Wilts, So- merset and Wey- mouth) - - }	1	-	1,376,481	{ - James Hollister, fireman, accidentally fell from his engine, and was run over.
20 Sept.	- ditto - - -	-	8	-	{ - An engine and four carriages of an excursion train, were thrown off the line, in consequence of coming into collision with a horse-box, which had been blown from a siding. Eight passengers injured.
	Hartlepool Dock and Railway - - }	-	-	-	See "York, Newcastle and Berwick."
	Hull and Selby - -	-	-	-	See "York and North Midland."
	Irish South Eastern -	-	-	20,447	
	Kendal and Windermere - - }	-	-	68,905	
	Kilmarnock and Troon -	-	-	-	See "Glasgow and South Western."
2 July	{ Lancashire & York- shire (including "Bolton, Blackburn, Clitheroe and West Yorkshire," "Man- chester and South- port," "Sheffield, Rotherham, Barns- ley, Wakefield, Hud- dersfield and Goole," and part of "North Union" Railways) -	1	-	2,858,272	{ - John Dunn, ballast-man, imprudently passing from one waggon into another while the train was in motion, fell, and was run over.
3 Aug.	- ditto - - -	1	-	-	{ - John Long, passenger, incautiously running along the platform at a station, came in contact with a lamp-post, and fell under the wheels of a passing train.
12 Aug.	- ditto - - -	1	-	-	{ - Peter Talbot, passenger, supposed to have fallen from the train while passing through the Pimbo Lane Tunnel.
4 Sept.	- ditto - - -	-	1	-	{ - Thomas Holt, passenger, attempting to get out of a carriage in motion, fell, and dislocated his shoulder.
18 Sept.	- ditto - - -	-	2	-	{ - Passenger-train of the York and North Midland Railway Company from Doncaster races ran into a passenger-train which was stopping at the Knottingley station, by which Mr. W. Law, a passenger, had his ankle dislocated, and H. Fawcett, in service of the Company, his leg broken.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

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Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
28 Sept. -	Lancashire and Yorkshire, &c.—contd -	1	-	-	{ - James Garvey, a drover, found dead in a cattle-truck, having been gored by a bullock.
2 Nov. -	- ditto - - -	1	-	-	{ - John M'Guire, contractor's labourer, run over while incautiously stopping in front of an approaching train.
4 Nov. -	- ditto - - -	1	-	-	{ - Plate-layer (not on duty), run over in a tunnel while trespassing, in a state of intoxication.
6 Nov. -	- ditto - - -	1	-	-	{ - Samuel Ellis, servant of carriers, fell from the buffers of waggons, on which he was improperly riding, and was run over.
20 Nov. -	- ditto - - -	1	-	-	{ - Ellen Brown, wife of an engineer in the employ of a coal proprietor, run over at a level crossing, while incautiously crossing the line.
30 Sept. -	{ Lancaster and Carlisle (including "Lancaster and Preston Junction")	1	-	222,312	{ - Nicholas Bowman, passenger, attempting to get into a carriage while the train was in motion, fell, and was run over.
	Lancaster and Preston Junction -	-	-	-	See "Lancaster and Carlisle."
	Leeds and Bradford -	-	-	-	See "Midland."
18 Sept. -	Leeds and Thirsk -	1	-	182,937	{ - Porter, in service of Midland Railway Company, while walking on top of carriages in motion, fell between them, and was run over.
	Liskeard and Caradon -	-	-	-	No passengers conveyed.
	Liverpool, Crosby and Southport - -	-	-	141,904	
16 Sept. -	{ Llanelly Railway and Dock Company -	-	1	5,522	{ - Margaret Jones, an aged pauper, struck by an engine while she was picking up coals on the line, and had one of her feet cut off, and the other injured.
	Llynvi Valley - -	-	-	-	No passengers conveyed.
	London and Blackwall -	-	-	1,669,919	
	London and Greenwich -	-	-	1,019,743	See "South Eastern," for Accidents.
3 July -	{ London and North Western (including "Bedford," "Buckinghamshire," "West London," and part of "North Union" Railways) - - -	nil	nil	3,915,031	{ - Accident to a "North Staffordshire" train, while descending the incline into the Lime-street station, Liverpool.
4 July -	- ditto - - -	1	-	-	{ - Thomas Hitchmough, engine-driver, incautiously leaning over his engine examining the axles while the train was in motion, came in contact with one of the girders of a bridge.
6 July -	- ditto - - -	-	9	-	{ - Collision between down mail-train and an empty cattle-train standing at the Harrow station, by which nine passengers were injured.
15 July -	- ditto - - -	1	-	-	{ - James Gregory, goods-clerk, crushed while passing between waggons.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
2 Nov. -	London and North Western, &c.— <i>continued.</i>	1	- - -	- - -	{ - - Mrs. Elizabeth Peel, run over while trespassing on the line.
7 Nov. -	- ditto - - -	- nil -	- nil -	- - -	{ - - Explosion in the viaduct at Birmingham, which rendered the rails impassable.
15 Nov. -	- ditto - - -	1	- - -	- - -	{ - - William Pickering, trespasser, run over while walking on the line.
21 Nov. -	- ditto - - -	1	- - -	- - -	{ - - — Moulton, run over while crossing the line at a station, although cautioned not to cross.
30 Nov. -	- ditto - - -	1	- - -	- - -	{ - - Mr. John Rimmer, passenger, getting out of a train before it had stopped, fell, and one of the carriages passed over him.
3 Dec. -	- ditto - - -	1	1	- - -	{ - - Fireman of a passenger-train killed, and driver injured, in consequence of the train coming into collision with seven horses, which had strayed on to the line : no passengers injured.
3 Dec. -	- ditto - - -	1	5	- - -	{ - - A South Staffordshire Company's train ran into some coke-trucks, which were being shunted at the Vauxhall station, by which the fireman was killed, and five passengers injured.
7 Dec. -	- ditto - - -	- - -	4	- - -	{ - - Collision during a thick fog at the north end of Primrose Tunnel between two passenger trains, whereby four passengers were injured.
26 Dec. -	- ditto - - -	1	- - -	- - -	{ - - John Hurst, servant of Company, run over while walking on the line.
21 July -	{ London and South Western - - }	1	- - -	1,921,450½	{ - - — Jones, passenger, fell from the rail of a third-class passenger-carriage (though cautioned against sitting on it), and was run over.
11 Aug -	- ditto - - -	1	- - -	- - -	George Sparrsholt, run over while trespassing.
2 Sept -	- ditto - - -	1	- - -	- - -	{ - - William Isaacs, labourer on the line, fell from a waggon, in which he was improperly riding, and killed.
23 Oct. -	- ditto - - -	1	- - -	- - -	{ - - Thomas Martin, window-cleaner, in service of the Company, crushed while passing between carriages of a train which was being made up by the porters.
1 July -	{ London, Brighton and South Coast - }	1	- - -	1,610,029	{ - - W. Shorter, switchman, accidentally fell between a train in motion and the platform, and was killed.
24 Sept. -	- ditto - - -	- - -	1	- - -	{ - - Down train ran into a South Eastern Company's goods-train which was standing at the Reigate station, causing injury to one of the passengers.
5 Oct. -	- ditto - - -	1	- - -	- - -	{ - - Robert Knight, an intended passenger, knocked down at the Lancing station by an express train, while he was endeavouring to cross the line for the purpose of taking his ticket.
8 Dec. -	- ditto - - -	- - -	16	- - -	{ - - Croydon passenger-train leaving London Bridge station during a thick fog, came into collision with a South-Eastern Company's engine :

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passenger carried during the Half-year ending 31 Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :	Manchester and Southport - - - }	-	-	-	See "Lancashire and Yorkshire."
	Manchester, Buxton, Matlock and Midlands Junction - }	-	-	58,595	
4 July -	{Manchester, Sheffield and Lincolnshire - }	1	-	1,176,447	{ - - Abraham Royle, passenger, incautiously attempting to cross at a station, although warned against doing so, was run over, and killed.
25 Sept. -	- ditto - - -	1	-	-	{ - - A passenger-train overtook and came into slight collision with an empty waggon-train, causing the guard of the waggon-train, Thomas Shemeldine, to lose his balance and to fall off under the wheels of the engine of the passenger-train.
28 Sept. -	- ditto - - -	-	1	-	{ - - Thomas Wood, passenger, attempting to get out of a train before it had stopped, fell under the wheels, which fractured both his legs.
30 Sept. -	- ditto - - -	1	-	-	{ - - Allen Ash, guard, accidentally fell from a waggon which he was shunting, and was run over.
2 Nov. -	- ditto - - -	1	-	-	{ - - Moses Cooper, workman in service of the Company, run over while walking on the line.
15 Nov. -	- ditto - - -	1	-	-	{ - - Charles Greg, in employ of coal-dealers at Sheffield, attempting to get upon an engine in motion, fell, and was run over.
16 Dec. -	- ditto - - -	1	-	-	{ - - Henry Wilson, contractor, incautiously standing on a platform too close to the edge, was dragged off and killed by a passing train.
	Manchester, South Junction and Altrincham - - }	-	-	418,120	
17 Aug. -	Maryport and Carlisle	-	10	70,111	{ - - Ten passengers injured in consequence of a luggage train overtaking and running into a passenger train.
	Middlesbrough and Redcar - - }	-	-	-	See "Stockton and Darlington."
5 July -	{Midland (including Leeds and Bradford)}	1	-	3,099,082	{ - - — Hurley, passenger, jumped from a train in motion, and was killed.
8 July -	- ditto - - -	1	-	-	{ - - Daniel Robinson, fireman, accidentally fell from his engine, and was killed.
11 July -	- ditto - - -	1	-	-	{ - - Robert Bonsar, horse-driver of a colliery train, accidentally put his foot between the switch and side-rail, and being unable to extricate it, the waggons crushed him so severely, that death ensued.
13 July -	- ditto - - -	1	-	-	{ - - John Barratt, plate-layer, run over by a ballast train while walking on the line.
30 July -	- ditto - - -	1	-	-	{ - - John Chadburn, trespasser, run over while endeavouring to cross in front of an approaching train.
4 Aug. -	- ditto - - -	-	1	-	{ - - — Caldwell, passenger, jumped from a train at Masbrough station, and was severely bruised.
12 Aug. -	- ditto - - -	-	2	-	{ - - Train ran into a coal-train at the Derby station, in consequence of misconduct of pointsman in turning the train into the wrong line : two passengers slightly injured.
16 Aug. -	- ditto - - -	- nil	- nil	-	{ - - Collision between a goods-train and a passenger-train at the Leicester station, by which two passenger carriages were damaged.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
15 Sept. -	Midland, &c.—contd.	1	-	-	{ - - Benjamin Saxelly, trespasser, run over while walking on the line.
19 Sept. -	- ditto - - -	-	6	-	{ - - Passenger-train from Derby ran into a special train returning from Doncaster races while it was stopping at the Woodlesford station ; six passengers injured.
2 Oct. -	- ditto - - -	1	-	-	{ - - William Wright, servant of the Company, found dead on the line ; supposed to have been run over at night.
5 Nov. -	- ditto - - -	1	-	-	{ - - Joseph Haycock, porter, run over while shunting waggons at the Derby station.
6 Nov. -	- ditto - - -	-	1	-	{ - - W. Farren, guard, while standing on the step of his break, was injured, by his head coming in contact with a ladder attached to the signal-post at the Burton Junction.
8 Nov. -	- ditto - - -	1	-	-	{ - - Thomas Gibbons, guard, in service of York and North Midland Railway Company, run over by a Great Northern train at the Woodlesford station while he was crossing the line.
25 Nov. -	- ditto - - -	1	-	-	{ - - William Hampshall, said to be deaf, run over and killed, while crossing the line at an occupation-road, in front of an approaching train.
25 Nov. -	- ditto - - -	-	1	-	{ - - A stone-block having fallen from a train laden with stones, just as it was meeting a passenger-train, the block, which had fallen on the passenger-train line, threw a carriage off the rails, causing severe injury to Mrs. Hubbard, a passenger.
27 Nov. -	- ditto - - -	-	1	-	{ - - Mr. Pickering, a passenger, having attempted to get out at the Long Eaton Junction station before the train had stopped, fell between the platform and the carriages, and was much injured on the head.
4 Dec. -	- ditto - - -	1	-	-	{ - - John Gilbert, boy 12 years old, in service of Great Western Railway Company, run over at a private crossing at the coke ovens near Bristol.
11 Dec. -	- ditto - - -	-	1	-	{ - - Charles Price, plate-layer, jumping from a truck in motion, fell, and waggons passing over, crushed his arm.
14 Dec. -	- ditto - - -	2	1	-	{ - - Two passengers by a horse-train to Tewkesbury killed, and one injured, in consequence of the engine of a coal-train running into it.
30 Dec. -	- ditto - - -	1	-	-	{ - - John Sims, goods guard, struck by a waggon at the Normanton station while he was holding the points to shunt his own engine.—(Died on the 12th January 1851.)
	Midland Great West- ern (Ireland) }	-	-	124,408½	
	Mold - - - }	-	-	30,166	
9 Sept. -	Monkland Railways -	-	1	105,367	{ - - Passenger-train, from some unknown cause, got off the rails, and one passenger slightly cut.
	Monmouthshire Rail- way and Canal Company - }	-	-	1,999	
	Newcastle and Carlisle	-	-	223,557	
	Newmarket - - -	-	-	10,280	From 8th September.
	Newry, Warrenpoint and Rosstrevor }	-	-	75,700	
	Norfolk - - -	-	-	-	See " Eastern Counties."

RETURN RELATIVE TO RAILWAY ACCIDENTS.

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Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 :					
27 July -	North British - -	- -	6	896,092	{ - - Part of a train became detached on an incline, upon the Musselburgh Branch, and ran backwards into a siding, causing slight injuries to six passengers.
14 Oct. -	- ditto - - -	- -	6	- - -	{ - - Train ran off the rails on the Haddington Branch, causing injuries to six passengers.
	Northern and Eastern	- -	- -	- - -	See "Eastern Counties."
	North Staffordshire	- -	- -	482,795½	
26 Aug. -	North Union (for traffic see "London and North Western" and Lancashire and Yorkshire) - - }	1	- -	- - -	{ - - William Worthington, cleaner, in service of Company, while playing with a punching machine, got his head entangled with the fly-wheel, and was instantly killed.
19 Dec. -	- ditto - - -	- -	1	- - -	{ - - George Pearson, master collier, run over by his own engine while attempting to get upon it. Leg crushed, and had to be amputated.
	North Western - -	- -	- -	103,555½	
	Preston and Longridge	- -	- -	24,800	{ - - Leased to "Fleetwood, Preston and West Riding Junction Railway Company."
	Reading, Guildford and Reigate - }	- -	- -	- - -	See "South Eastern."
	Royston and Hitchin	- -	- -	7,148½	(From 21st October to 31st December 1850.)
	St. Helen's Canal and Railway Company }	- -	- -	111,190	
	Saundersfoot Railway and Harbour Company - - }	- -	- -	- - -	No passengers conveyed.
	Scottish Central	- -	- -	213,132	
	Scottish Midland Junction - }	- -	- -	103,877	
	Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole - }	- -	- -	- - -	See "Lancashire and Yorkshire."
	Shrewsbury and Birmingham - }	- -	- -	217,553	
Aug. -	Shrewsbury & Chester	1	- -	203,811	{ - - Mr. Thomas Shaw, passenger, got out of a train at the Minerva Junction, and walking on the line towards Wrexham, was run over.
30 Sept. -	{ Shropshire Union Railways and Canal Company - - }	1	- -	212,513	{ - - William Jacques, breaksman of goods-train, crushed between buffers of goods-waggons at the Wellington station.
12 Oct. -	- ditto - - -	- -	2	- - -	{ - - Two passengers injured in consequence of part of a train getting off the rails.
	South Devon - -	- -	- -	310,469	
15 July -	{ South Eastern (including "Canterbury & Whitstable," and Reading, Guildford and Reigate" Railways) - - }	- -	- -	2,312,351	{ - - Collision between a passenger-train and a goods-train in Blackheath Tunnel.
3 Aug. -	- ditto - - -	1	- -	- - -	{ - - John Burnas, bricklayer, in service of the London, Brighton and South-Coast Railway Company, run over at the New Cross station while incautiously crossing the line.

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31 Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850:					
21 Aug.	South Eastern, &c.— <i>continued.</i>	1	3	- - -	- - Patrick Hayes, porter, and three other servants of the Company, were moving a carriage on one of the turntables at the Bricklayers' Arms station, when a train, which was being shunted, came in contact with and forced it against one of the pillars of the roof, causing the whole of the roof to fall upon them, killing Hayes, and injuring the others.
3 Sept.	- ditto - - -	- nil -	- nil -	- - -	{ - - Axle of a passenger-engine broke, causing the engine to leave the rails.
7 Sept.	- ditto - - -	- -	1	- - -	{ - - A pilot-engine running into a passenger-train, injured one passenger.
22 Sept.	- ditto - - -	- -	1	- - -	{ - - Richard Matthews, gatekeeper, struck by an engine while he was standing too near the rails making signals, and had his arm and leg fractured.
4 Nov.	- ditto - - -	- -	1	- - -	{ - - George Ray, guard, attempting to get upon his seat while the train was in motion, fell between the platform and carriages. Head and thigh injured.
6 Nov.	- ditto - - -	- -	1	- - -	{ - - John Lilburn, while employed at turntable wheel, the handle suddenly flew round, and broke his arm.
7 Nov.	- ditto - - -	1	-	- - -	{ - - Mr. Board, station-master at Pluckley, while crossing the line to pick up a parcel which had been dropped by a passing train, was knocked down and killed by a coal-train coming in the opposite direction.
13 Nov.	- ditto - - -	- -	1	- - -	{ - - George Luck, plate-layer, accidentally fell from a lorry, and was run over by it, and injured.
21 Dec.	- ditto - - -	- -	6	- - -	{ - - Collision between two trains at the London Bridge terminus of the North Kent Line, by which six passengers were injured.
26 Aug.	South Staffordshire -	1	-	343,201	{ - - Pascoe, guard, in service of the London and North Western Railway Company, jumping from a train of the South Staffordshire Company at the Vauxhall station, came in contact with the parapet of the viaduct, and falling back under the wheels of the carriages, was run over.
25 Oct.	- ditto - - -	1	-	- - -	{ - - John Moreton, goods-porter at the Dudley station, crushed between buffers of a waggon which he had been covering with a tarpaulin, and another waggon which was being shunted.
18 Sept.	South Wales - -	1	-	226,199	{ - - David Jenkins, trespasser, crossing where there was no footpath, was run over, and killed.
15 Oct.	{South Yorkshire Rail- way and River Dun Company - -}	1	-	63,066½	{ - - John Moorhouse, stoker in service of Great Northern Railway Company, tripped by a chain while shunting his train at the Mexboro' station, and was run over.
	Stirling and Dun- fermline - -}	-	-	20,580	
15 July	{Stockton and Dar- lington (including "Wear Valley" & "Middlesboro" and Redcar" Railways)}	1	-	211,853	{ - - Thomas Wilkinson, struck by a train while trespassing on the line.
24 Aug.	- ditto - - -	1	-	- - -	{ - - Edward Burton, fireman, accidentally fell from his engine, and was run over.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850 : 5 Oct. -	Stockton and Darlington, &c.— <i>cont^d</i>	1	-	-	{ - - Martin Wade, trespasser, aged nine years knocked down by an empty coal-train while attempting to get upon it.
31 Oct. -	- ditto - - -	-	1	-	{ - - R. Dobson, fireman, fell from a train in motion, and waggons passing over his right arm, fractured it.
16 Nov. -	{ Stockton and Hartle- pool - - - }	1	-	41,775	{ - - George Heslop, aged seven years, run over while trespassing among coal-waggons in a siding.
	Taff Vale, including Aberdare - - }	-	-	130,859	
	Taw Vale Railway and Dock Com- pany - - - }	-	-	-	No passengers conveyed.
	Ulster - - -	-	-	269,737	
	Waterford and Kil- kenny - - - }	-	-	14,150	
	Waterford and Li- merick - - - }	-	-	42,527	
	Wear Valley - - -	-	-	-	See "Stockton and Darlington."
29 July -	West Cornwall - - -	-	1	41,888	{ - - Edward Trevis, servant of Company, had his leg broken by a truck, while he was incautiously crossing the line.
29 Aug. -	- ditto - - -	1	-	-	{ - - James Dunstan, child, trespassing on the line, had his head crushed between a gate and a post, when the gates were being closed against the road, to allow a train to pass.
7 Oct. -	- ditto - - -	-	1	-	{ - - Trespasser, run over while in a state of intoxication, and had his leg broken.
28 Dec. -	- ditto - - -	1	-	-	{ - - Thomas Dally, guard, fell off his train, while in a state of intoxication, and died two days afterwards.
	West London - - -	-	-	-	See "London and North Western."
	Whitehaven and Fur- ness Junction - }	-	-	48,229	
	Whitehaven Junction	-	-	81,424	
	Wilts, Somerset and Weymouth - - }	-	-	-	See "Great Western."
	Wishaw and Coltness -	-	-	-	See "Caledonian."
23 Aug. -	{ York and North Mid- land (including Hull and Selby) - }	-	2	801,517½	{ - - Boiler of a goods-engine exploded, causing severe injuries to the engine-driver and firemen; the latter having his leg broken.
23 Aug. -	- ditto - - -	-	1	-	{ - - Goods-train got off the rails, in consequence of the failure of an axle; and in getting the carriages upon the line again a boy in service of the Company had his foot crushed.
14 Nov. -	- ditto - - -	1	-	-	{ - - Ann Pickering, aged six years, run over by an Express train while she was crossing the line at a footpath crossing.
23 Nov. -	- ditto - - -	1	-	-	{ - - Joseph Wilson, passenger, walking along the line, after leaving the train at the Copmanthorpe station, was overtaken, and run over by it.
23 Dec. -	- ditto - - -	3	-	-	{ - - — Garrick, engine-driver, — Tindle, fireman, and — Varley, pointsman, killed, in consequence of some waggons laden with timber breaking away from the rest of the train, on the top of an incline, and running back into a passenger-train from Leeds.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers carried during the Half-year ending 31st Dec. 1850.	Nature and Cause of Accident, taken from the Reports made to the Commissioners of Railways by the Railway Companies.
		Killed.	Injured.		
1850.					
27 Dec. -	York and North Midland— <i>continued</i> .	-	1	-	{ - - John Wilson, porter, crushed, while coupling waggons.
7 Aug. -	{ York, Newcastle and Berwick (including "Great North of England," "Hartlepool" and "Great North of England, Clarence and Hartlepool Junction" Railways).	1	-	1,780,733	John Collingwood, trespasser, run over.
10 Aug. -	- ditto - - -	-	1	-	{ - - Thomas M'Gordon, trespasser, run over, and severely injured.
10 Aug. -	- ditto - - -	1	-	-	{ - - Edward Bunas, found dead on the line, supposed to have been run over while trespassing.
30 Aug. -	- ditto - - -	-	1	-	{ - - Charles Wadley, passenger, found near the line, with his head and foot severely injured.
14 Sept. -	- ditto - - -	-	4	-	{ - - Three passengers, and the guard of the passenger train injured, in consequence of the train being run into by a goods-train at the Belmont station.
18 Sept. -	- ditto - - -	1	-	-	{ - - Sarah Ann Birtley, aged nine years, caught by the engine-rope, on the Hetton plane, and injured so severely that death ensued.
18 Sept. -	- ditto - - -	-	1	-	{ - - Christopher Cornforth, guard, came in contact with a bridge, while standing on the top of a carriage in motion, and was thrown off, and run over; skull fractured, and otherwise injured.
23 Sept. -	- ditto - - -	1	-	-	{ - - Isaac Oates, guard, having left an engine for the purpose of joining a coal-train, fell on the way, and was run over.
27 Sept. -	- ditto - - -	1	-	-	{ - - William Allison, run over at night, while trespassing.
28 Sept. -	- ditto - - -	1	-	-	James Robinson, trespasser, run over.
10 Oct. -	- ditto - - -	-	1	-	{ - - George Millar, passenger, attempting to cross the line from the booking-office at the Caville station, to take his seat in the train then leaving, was knocked down by the train, and received such severe injuries on his arm, that amputation was rendered necessary.
10 Oct. -	- ditto - - -	-	1	-	{ - - James Tweddle, struck by a train while he was crossing the line with his ass and cart at the Quarry, between Ryhope and Sunderland, and had his foot crushed by the wheels.
19 Oct. -	- ditto - - -	1	-	-	{ - - John Pearson, passenger, jumped from a train, and was killed.
28 Oct. -	- ditto - - -	-	1	-	{ - - John Noble, fireman, not on duty at the time, but trespassing, had his arm broken by a train passing over it.
29 Oct. -	- ditto - - -	-	1	-	{ - - James Watson, coal-guard, while uncoupling his van from train, fell, and waggons passing over his leg, severely bruised it.
7 Dec. -	- ditto - - -	1	-	-	{ - - James Cleland, gate-keeper, knocked down by one train while crossing the line behind another.
20 Dec. -	- ditto - - -	-	1	-	{ - - Mrs. Orton, passenger, getting out of a train before it had stopped at the Tynemouth station; leg broken.
TOTAL - - -		128	188	41,087,919½	

By the Returns made to this Department, it appears that the total number of persons of every description killed and injured on all the Passenger Railways open for public traffic in Great Britain and Ireland during the Half-year ending 31st December 1850, amounted to 123 killed, and 188 injured, and that they may be classed as follows :—

9	Passengers killed, and	-	-	188	injured, from causes beyond their own control.
13	Passengers killed, and	-	-	9	injured, owing to their own misconduct or want of caution.
40	Servants of Companies or of Contractors killed, and	-	-	25	injured, from causes beyond their own control.
34	Servants of Companies or of Contractors killed, and	-	-	11	injured, owing to their own misconduct or want of caution.
26	Trespassers and other persons, neither Passengers nor Servants of the Company, killed, and	-	-	5	injured, by crossing or walking on the Railway.
1	Suicide.				
TOTAL - 123 killed.				188	injured.

The number of Passengers conveyed during the half-year amounted to 41,087,919½

The length of Railway open on the 30th June 1850 was - - 6,308 miles.

The length of Railway open on the 31st December 1850 was - 6,621 miles.

Increase during the half-year - - 313 miles.

Office of Commissioners of Railways, Whitehall, }
6 May 1851.

Duncan MacGregor,
Registrar.

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the Accidents and the Injuries to Life and Limb which have occurred on the Railways in *Great Britain and Ireland*, from the 1st of July to the 31st of December 1850; together with the Number of Passengers conveyed during that Period—(in continuation of the Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 13, of the present Session).

(*Presented by Her Majesty's Command.*)

*Ordered, by The House of Commons, to be Printed,
7 May 1851.*

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on the RAILWAYS in *Great Britain* and *Ireland*, from the 1st of January to the 30th of June 1851, together with the Number of Passengers conveyed during that Period—(in continuation of the Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 274, of the present Session).

(PRESENTED BY HER MAJESTY'S COMMAND.)

Ordered, by The House of Commons, to be Printed,
30 July 1851.

RETURN of the Number and Nature of the ACCIDENTS and the INJURIES to LIFE and LIMB which have occurred on the RAILWAYS in *Great Britain and Ireland*, from the 1st of January to the 30th of June 1851, together with the Number of Passengers conveyed during that Period—(in continuation of the Return of Accidents for the preceding Half-year, Parliamentary Paper, No. 274, of the present Session).

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851	Aberdare - - -	-	-	-	<i>See "Taff Vale."</i>
	Aberdeen - - -	-	-	381,142	
	Ambergate, Nottingham and Boston, and Eastern Junction - - -	-	-	46,004	
	Arbroath and Forfar - - -	-	-	-	
25 June -	Ardrossan - - -	nil	-	32,223	{ - - The axle of a tender having snapped, the tender and a luggage van were thrown off the rails. No person injured.
	Bedford - - -	-	-	-	
	Belfast and Ballymena - - -	-	-	185,391	<i>See "London and North Western."</i>
	Belfast and County Down - - -	-	-	195,956	
31 January -	{ Birkenhead, Lancashire and Cheshire Junction - - - }	1	-	281,314	{ - - Porter killed by a stone falling upon him from a crane, while it was being lifted from a waggon.
9 April -	- ditto - - -	1	-	-	
30 April -	- ditto - - -	6	79	-	{ - Six passengers killed, and seventy-nine injured. During the Chester races a passenger train, heavily laden, was brought up in the Sutton Tunnel, being unable to proceed; a second passenger train overtook and endeavoured to propel the first, but proved unsuccessful. A third passenger train from the same direction then came up, the driver not being aware that there was any obstruction in the tunnel, and ran into the other trains.
	Bodmin and Wadebridge - - -	-	-	1,647	
	Bolton, Blackburn, Clitheroe and West Yorkshire - - -	-	-	-	
	Bristol and Exeter - - -	-	-	282,155	
	Buckinghamshire - - -	-	-	-	<i>See "London and North Western."</i>

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851:					
2 Jan. -	Caledonian - -	1	- -	429,550	John Moore, run over while trespassing.
8 Jan. -	- ditto - - -	- -	1	- - -	{ - - James Lyle, porter, right leg fractured by wheels, while incautiously uncoupling carriages in motion.
10 Jan. -	- ditto - - -	- -	1	- - -	{ - - John Marshall, guard, came in contact with the abutment of a bridge as he was incautiously going along the footboards of a train in motion; head, back, and arm severely bruised.
24 Jan. -	- ditto - - -	- -	1	- - -	{ - - John Dougal, horse driver in contractor's service, accidentally fell in front of waggons, and had his leg crushed by the wheels.
22 Mar. -	- ditto - - -	1	- -	- - -	{ - - William Proran, engine cleaner, accidentally crushed between the buffers of two engines.
14 May -	- ditto - - -	- -	1	- - -	{ - - William Patterson, platelayer, struck by an engine while his attention was engrossed by a mineral train, which had just passed. Thigh broken, and head and body injured.
25 May -	- ditto - - -	1	- -	- - -	{ - - Janet Carruthers, farm servant, knocked down by an engine while attempting to cross the line at a level crossing.
13 June -	- ditto - - -	1	- -	- - -	{ - - James Watson, engine-driver, moving along the top of carriages in motion, fell, and was run over.
16 June -	{ Caledonian and Dumbartonshire Junction - - }	- -	7	117,420	{ - - One passenger had her leg broken, and six others received slight injuries. The coupling chain of an engine having given way, the carriages were left a little behind, but the engine having been suddenly brought to a stand, the carriages ran into it.
	Canterbury and Whitstable - }	- -	- -	- - -	See "South Eastern."
14 Mar. -	Chester and Holyhead	1	- -	190,388	{ - - John Hutchfield, not a servant of company, run over at night while attempting to cross the railway.
	Clarence - - -	- -	- -	43,013	
14 May -	{ Cockermouth and Workington - }	1	- -	23,401	{ - - Robert Johnston, passenger, jumped from a train in motion, and was run over.
	Colchester, Stour Valley, Sudbury and Halstead - }	- -	- -	- - -	See "Eastern Union."
	Cork and Bandon - -	- -	- -	24,815	
	Cork, Blackrock and Passage - }	- -	- -	186,978	
	Drumpeller - - -	- -	- -	- - -	No passenger traffic.
17 Jan. -	{ Dublin and Belfast Junction - - }	- -	1	47,939	{ - - Soldier, jumped from a train in motion, and had both legs fractured.

Superintendent of carriage repairs alighting

RETURN RELATIVE TO RAILWAY ACCIDENTS.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1861 :					
	Dundalk and Ennis-killen - - }	-	-	22,917	
	Dundee and Arbroath - - -	-	-	176,890	
	Dundee and Newtyle - - -	-	-	-	{ - - See " Dundee and Perth and Aberdeen Railway Junction.
7 June	{ Dundee and Perth and Aberdeen Railway Junction }	1	-	123,125	{ - - David Brown, crossing the railway in a cart at a private road crossing, was struck by a train, and died in consequence some days afterwards. His horse was killed at the time.
6 Jan.	{ East and West India Docks and Birmingham Junction }	1	-	1,044,642	{ - - Henry Harris, servant of company, supposed to have been run over at night by a pilot engine.
	East and West Yorkshire Junction - }	-	-	23,989	
	East Anglian - - -	-	-	108,837	
8 Jan.	Eastern Counties - - -	1	-	1,451,755	{ - - Vincent Lodwick, signalman, killed in consequence of a special train coming into collision with a truck which he was moving from the main line into a siding at the Ponder's End station.
14 Jan.	- ditto - - -	1	-	-	{ - - Thomas Wilson, engine driver of coal train, crushed between his train and the break van of a passenger train at the Ingatestone station, through misconduct of his fireman.
6 Feb.	- ditto - - -	1	-	-	{ - - Trespasser, run over, while attempting to cross in front of a train.
17 May	- ditto - - -	-	1	-	{ - - Josiah Mace, fireman, jumping from an engine in motion, fell, and the engine passed over his legs.
5 March	Eastern Union - - -	1	-	176,486	Trespasser, run over.
5 April	- ditto - - -	1	-	-	James Rose, run over while trespassing.
30 April	- ditto - - -	1	-	-	{ - - Goods-guard crushed between buffers, while incautiously passing between trucks in motion.
1 Jan.	East Lancashire - - -	1	-	938,901	{ - - Thomas Sedden, second-class passenger, attempting to get into a train in motion, fell, and was run over.
25 Jan.	- ditto - - -	1	-	-	John Hoghton, trespasser, run over.
8 Feb.	- ditto - - -	2	-	-	{ - - Thomas Wallwark and David Wilson, contractor's servants, crushed between waggons, while carrying a wheel between two sidings at the Bury station.
27 Feb.	- ditto - - -	1	-	-	Henry Barron, run over while trespassing.
29 March	- ditto - - -	1	-	-	{ - - William Wild, passenger, supposed to have fallen while crossing the line after leaving the train by which he had been conveyed, and to have been run over.
3 April	- ditto - - -	-	1	-	{ - - John Cliffe, goods-porter, accidentally slipped from a waggon, and had his foot crushed by the wheels.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851 :					
24 May -	East Lancashire— <i>continued.</i>	1	-	-	{ - - George Longworth, clerk in service of the company, fell from the footboard of carriages in motion, and was run over.
5 June -	- ditto - - -	1	-	-	{ - - Thomas Riley, contractor's foreman, run over, while shunting waggons.
6 June -	- ditto - - -	2	-	-	{ - Richard Kirby and Patrick Levy, contractor's servants, killed. Waggons of a loaded train got off the rails, in consequence of an axle breaking.
6 June -	- ditto - - -	1	-	-	{ - - John Crowther, porter, crushed between two waggons in the Liverpool goods-yard.
13 June -	- ditto - - -	-	1	-	{ - - Boy, seven years of age, passenger, jumped from a train before it had stopped; slipped, and the wheel of a carriage passed over his foot.
26 June -	- ditto - - -	-	1	-	{ - - Ambrose Yates, stoker, leg injured by waggons, while passing between two.
	East Lincolnshire - - -	-	-	70,100 $\frac{1}{2}$	
	Edinburgh & Bathgate - - -	-	-	14,910	
26 June -	{ Edinburgh and Glasgow - - - }	1	-	450,487	{ - - Daniel Murdoch, goods-guard, accidentally fell from a train.
3 April -	{ Edinburgh, Perth & Dundee - - - }	1	-	568,127	{ - - John M'Intosh, guard, accidentally crushed between buffers while he was arranging a mineral-train.
14 April -	- ditto - - -	-	1	-	{ - - James Muirhead, porter, while assisting in drawing waggons out of a goods-shed, had his foot caught between the rail and guard rail, and the wheels passing over, injured it.
18 April -	- ditto - - -	1	-	-	{ - - George Lumsden, porter, in service of contractor, crushed between a goods-truck, which had got off the rails, and the bulwarks of a steamboat, at the company's ferry.
	Exeter and Crediton - - -	-	-	19,893	From 12 May.
	Fleetwood, Preston, and West Riding Junction - - -	-	-	25,348	
	Furness - - -	-	-	21,853	
	General Terminus and Glasgow Harbour - - -	-	-	-	No passenger traffic.
17 April -	{ Glasgow and Paisley Joint - - - }	- nil -	- nil -	- - For number of passengers conveyed, see "Glasgow and South Western," & "Glasgow, Paisley and Greenock" Companies.	{ - - Slight collision between a passenger and a goods-train at Paisley, in consequence of the passenger-train running into the station at too high a speed.
27 May -	- ditto - - -	1	-	-	{ - - Dugald Clarke, porter, run over while incautiously crossing the line.
	Glasgow and South Western - - -	-	-	533,344	
	Glasgow, Barrhead and Neilstone Direct - - -	-	-	129,432	

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851:	Glasgow, Kilmarnock and Ardrossan - }	-	-	-	See "Ardrossan."
	Glasgow, Paisley, and Greenock - }	-	-	391,594	
23 Jan.	- Great Northern -	1	-	478,085	Trespasser, run over.
19 Feb.	- ditto - - -	1	-	-	{ - Robert Johnson, fireman, accidentally fell from his engine.
4 Mar.	- ditto - - -	-	1	-	{ - Frederick Beasley, shunter, severely crushed while coupling an engine.
2 April	- ditto - - -	-	1	-	{ - — Barber, a boy in service of company, slipped while attempting to get upon an engine in motion, and had his foot severely injured by the wheels.
19 June	- ditto - - -	1	-	-	{ - Joseph Marley, plate-layer, struck by an en- gine, while he was walking on the wrong line of rails.
	Great North of Eng- land - - - }	-	-	-	See "York, Newcastle and Berwick."
	Great North of Eng- land, Clarence and Hartlepool Junction }	-	-	-	See "York, Newcastle and Berwick."
4 Jan.	- { Great Southern and Western (Ireland) }	1	-	249,548½	{ - Henry Clinch, porter, knocked down by an engine, while crossing the line at the Kingsbridge terminus.
8 June	- Great Western -	1	-	1,274,418½	{ - Cornelius Payne, porter, struck by a train, while he was standing on the line, near Maiden- head.
10 June	- ditto - - -	1	-	-	Contractor's servant, struck by a train.
	Hartlepool Dock and Railway - - }	-	-	-	See "York, Newcastle and Berwick."
	Hull and Selby -	-	-	-	See "York and North Midland."
	Irish South Eastern -	-	-	26,593	
	Kendal and Winder- mere - - - }	-	-	38,818	
	Kilmarnock and Troon -	-	-	-	See "Glasgow and South Western."
1 Jan.	- { Lancashire and York- shire - - - }	1	-	2,725,007	{ - William Lamb, passenger, run over while in- cautiously crossing the line at the Bolton station.
16 Jan.	- ditto - - -	1	-	-	Trespasser run over.
22 April	- ditto - - -	1	-	-	{ - Henry Lee, deaf and blind, run over while crossing the line at a private crossing.
28 April	- ditto - - -	-	1	-	{ - Woman struck by a train while attempting to cross the line. Had been cautioned not to make the attempt.
17 May	- ditto - - -	1	1	-	{ - Richard Asmough, fireman, killed, and Jonas Copley, engine-driver, injured, in consequence of the engine being thrown off the rails.
14 June	- ditto - - -	1	-	-	{ - Passenger, killed, by his head coming in con- tact with a bridge, while on the top of a carriage, to which he had climbed, in spite of the repeated caution of the guards.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851 :					
17 January -	{ "Lancashire and Yorkshire," and "East Lancashire" Railway Companies, Liverpool & Bootle Joint Stations. }	1	-	-	{ - - Edward Longton, porter in service of East Lancashire Company, while uncoupling carriages his foot caught in the rails at a crossing, and being unable to extricate it, he was struck by an engine and killed.
28 March -	- ditto - - - -	1	-	-	{ - - Peter Pierrepont, platelayer, accidentally fell from a ballast-waggon, and was run over.
	Lancaster and Carlisle. - - - }	-	-	184,683	
	Lancaster and Preston Junction - }	-	-	-	See "Lancaster and Carlisle."
	Leeds and Bradford -	-	-	-	See "Midland."
11 February	Leeds and Thirsk -	1	-	102,558	{ - - John Ellinor, plate-layer, crushed between waggons in a siding, while he was employed at his work, the waggons having been accidentally set in motion.
	Liskeard and Caradon -	-	-	-	No passenger-traffic.
3 January -	{ Liverpool, Crosby, and Southport - }	1	-	251,705	Trespasser, run over.
	Llanelli Railway & Dock - - - }	-	-	5,971	
	Llynvi Valley - - -	-	-	-	No passenger-traffic.
	London and Blackwall - - - }	-	-	1,518,497	
	London and Greenwich - - - }	-	-	1,088,869	
4 January -	{ London and North Western - - }	-	8	3,668,096	{ - - Driver and fireman and six passengers injured; collision at the Boxmoor station by a passenger-train running into a cattle-train, in consequence of the engine-driver of the passenger train neglecting signals.
18 February	- ditto - - - -	1	1	-	{ - - Chadwick, engine-driver, killed, and fireman injured. The tyre of the leading wheel of an engine having broken, the engine and a third-class carriage were broken to pieces, and some of the other carriages thrown off the line: no passengers injured.
21 February	- ditto - - - -	1	-	-	{ - - Labourer (not in employment of company), run over at a level crossing: had been cautioned by his companion not to cross.
3 March -	- ditto - - - -	1	-	-	{ - - Mrs. Ashton, while attempting to cross the line in a cart, was struck by an express train, which killed her and the horse.
20 April -	- ditto - - - -	-	1	-	{ - - Mail train from Scotland running into the Lime-street station at too high a speed, causing injury to one passenger.
20 June -	- ditto - - - -	- nil	- nil	-	{ - - Train ran off the line near Dutton Viaduct: no person injured.
21 June -	- ditto - - - -	- nil	- nil	-	{ - Luggage took fire on a train near Wolverton: no person injured.
6 February	{ London and South Western - - }	1	-	1,758,086½	Trespasser, run over.
10 April -	- ditto - - - -	1	-	-	Trespasser, run over.
28 June -	- ditto - - - -	1	-	-	A child run over while trespassing.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers. Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851 :					
25 Jan. -	{ London, Brighton and South Coast - }	1	-	1,475,361	{ - - Ralph Welsh, engine-driver, incautiously standing on the boiler of his engine while it was being taken into the shed, his head came in contact with a bridge, causing death soon after.
21 Feb. -	- ditto - - -	1	-	-	{ - - Suicide by a man unknown. He threw himself across both rails, and was run over by an approaching train.
14 Mar. -	- ditto - - -	-	4	-	{ - - Four passengers slightly injured in consequence of a collision between goods-waggons and a South Eastern Company's passenger-train.
26 Mar. -	- ditto - - -	-	1	-	{ - - Lezro Bumstead, porter, slipped while attempting to get upon an engine in motion, and had his foot crushed by the wheels of the tender.
6 June -	- ditto - - -	5	-	-	{ - - Engine-driver, stoker, and three passengers killed on the Lewes line, in consequence of the train having been thrown off the railway by a sleeper which had been laid across the rail.
	Londonderry and En- niskillen - - }	-	-	46,322	
	Lowestoft - - -	-	-	-	See " Eastern Counties."
	Manchester & South- port - - - }	-	-	-	See " Lancashire and Yorkshire."
	Manchester, Buxton, Matlock and Mid- lands Junction - }	-	-	34,146	
	Manchester, Sheffield and Lincolnshire - }	-	-	1,023,812	
18 Feb. -	{ Manchester, South Junction and Al- trincham - - }	1	-	419,692	{ - - William Broomfield, porter, jumping from a carriage at the Manchester station, fell under the wheels of a carriage in motion, and was run over.
	Maryport and Carlisle	-	-	60,744	
	Middlesbro' and Red- car - - - }	-	-	-	See " Stockton and Darlington."
6 Jan. -	Midland - - -	-	1	2,707,344	{ - - Frank Hayne, engine-driver. He was under an engine adjusting the strap of the inner connecting rod, when a tube burst, and being exposed to the current of steam discharged through the fire, he was severely scalded and burnt.
31 Jan. -	- ditto - - -	1	-	-	{ - - John Bombar, fireman, crushed between the framing of an engine and a gatepost, while shunting waggons at the Chesterfield station.
17 Feb. -	- ditto - - -	1	-	-	{ - - ——— Wilkinson, engine-driver. His engine having burst a tube, he is supposed to have fallen off while endeavouring to avoid the steam.
18 Feb. -	- ditto - - -	1	-	-	Trespasser, run over near the Helpstone station.
22 Feb. -	- ditto - - -	1	-	-	{ - - Joseph Naylor, pointsman at the Altoft Junction, run over while crossing the line.
					{ - - An intended passenger (a lady), struck by a train while she was walking close to the rails to-

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851:					
6 March	Midland—(<i>continued</i>)	1	-	-	{ - John Newham, porter, run over while shunting waggons.
13 March	- ditto - - -	1	-	-	{ - Joseph Thorpe, porter, crushed between buffers while shunting waggons.
17 March	- ditto - - -	-	6	-	{ - Six passengers injured in consequence of a collision between two passenger-trains at the Wellington station.
19 March	- ditto - - -	1	-	-	{ - John Clarke, plate-layer, run over by a coal-train while working on the line.
22 March	- ditto - - -	1	-	-	Boy run over while trespassing.
28 March	- ditto - - -	1	-	-	{ - Passenger jumped from a train in motion at the Bradford station, and was crushed between the platform and carriages.
22 April	- ditto - - -	1	-	-	{ - Edwin Butler, assistant guard, crushed between buffers while coupling trucks at a station.
19 May	- ditto - - -	2	16	-	{ - Two passengers killed and sixteen injured. Goods-train overtook and ran into a passenger-train, near Clay-Cross station, the engine of the passenger-train having become disabled.
20 May	- ditto - - -	-	11	-	{ - Collision at the Long Eaton junction, between a coal-train and a passenger-train, owing to neglect of signals; eleven passengers injured.
5 June	- ditto - - -	1	-	-	{ - James Hollins, a boy (not in service of company) fell, while crossing the line, between two carriages, at the Leeds station, and was crushed between them.
30 June	- ditto - - -	1	-	-	{ - Suicide: man threw himself before an engine in motion, and was run over; supposed to be insane.
13 March	{ Midland Great Western (Ireland) }	1	-	116,105 $\frac{1}{2}$	{ - John Moran, contractor's labourer, knocked down by an engine while going round a curve.
23 June	- ditto - - -	-	1	-	{ - Passenger, sitting upon the rail of a cattle-waggon, came in contact with an arch. Head fractured.
	Mold - - -	-	-	36,984	
	Monkland - - -	-	-	98,423	
30 June	{ Monmouthshire Railway and Canal }	1	-	56,682	{ - William Morgan, breaksman of a coal-train, run over by an engine while he was walking along the line to join his train.
11 February	Newcastle and Carlisle	-	1	245,739	{ - Margaret Smith, trespasser, run over while crossing the line. Legs crushed and afterwards amputated.
	Newmarket - - -	-	-	11,328	
	Newry, Warrenpoint and Rostrevor - }	-	-	54,408	
	Norfolk - - -	-	-	-	See "Eastern Counties."
24 April	North British - - -	-	2	536,154 $\frac{1}{2}$	{ - Two passengers slightly injured by a collision between a train and a pilot-engine.
	Nottingham and Eastern	-	-	-	See "Eastern Counties."
1 June	North Staffordshire	1	-	430,784 $\frac{1}{2}$	{ - Engine-driver accidentally fell from his engine while proceeding through a tunnel, and was run over.
19 April	North Union - - -	-	-	-	{ - For number of passengers conveyed, see "London and North Western," and "Lancashire and Yorkshire."
	ditto - - -	-	3	-	{ - Three passengers injured by the engine, and a second-class carriage being thrown over an embankment. Accident caused by an obstruction having been placed on the rails.

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1861:	North Western -	-	-	74,679	
	Oxford, Worcester & Wolverhampton -	-	-	-	See "Midland."
	Preston and Longridge -	-	-	-	- - See "Fleetwood, Preston and West Riding Junction."
	Reading, Guildford and Reigate -	-	-	-	See "South Eastern."
	Royston and Hitchin -	-	-	17,971 $\frac{1}{2}$	
15 Feb.	St. Helen's Canal and Railway -	-	1	124,166	- - One passenger injured in consequence of the train running into some waggons which had become unhooked from a coal-train during a thick fog.
12 May	- ditto - - -	2	-	-	- - Engine-driver and fireman of a passenger-train injured in consequence of the engine and two carriages running off the rails; cause of accident not ascertained.
	Saundersfoot Railway and Harbour -	-	-	-	No passenger-traffic.
	Scottish Central -	-	-	238,289	
24 June	{ Scottish Midland Junction - - }	-	2	82,088	- - Two passengers injured in consequence of the excursion train, in which they were passengers, being run into by a goods-train.
	Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole - -	-	-	-	See "Lancashire and Yorkshire."
	Shrewsbury and Birmingham - -	-	-	181,018	
	Shrewsbury and Chester - -	-	-	183,426	
	Shropshire Union Railways and Canal - -	-	-	271,403	
23 June	South Devon - -	1	-	244,693	- - Suicide: a man placed himself in the way of a train, and was run over.
10 May	South Eastern -	1	-	1,927,796	- - Henry English, third-class passenger, fell from the edge of a carriage, on which he was sitting despite the remonstrances of his fellow-passengers.
19 May	- ditto - - -	-	1	-	- - Passenger jumping from a train before it had stopped, fell, and had his arm so badly crushed by the wheel of one of the carriages as to require amputation.
1 June	- ditto - - -	1	-	-	- - Passenger fell and was run over, at the Woolwich Dockyard station, while attempting to cross from one platform to the other.
11 June	- ditto - - -	1	-	-	- - George Usherwood, contractor's labourer, incautiously jumping from a ballast train on to the opposite line of rails, was run over by an express train.
	South Staffordshire -	-	-	443,104	
	South Wales -	-	-	188,586	
	South Yorkshire -	-	-	43,191 $\frac{1}{2}$	
	Stirling and Dunfermline - -	-	-	23,942	
	Stockton and Darlington - -	-	-	178,869	
	Stockton and Hartlepool - -	-	-	-	

Date of Accident.	NAME of RAILWAY.	Number of Persons		Number of Passengers Conveyed.	NATURE AND CAUSE OF ACCIDENT.
		Killed.	Injured.		
1851 :					
21 Jan.	Ulster - - -	1	1	249,081	{ - - Andrew Dunlop, goods-porter, killed, and another servant of the company injured, in consequence of a special goods-train entering a shed too rapidly, and coming into collision with a waggon which they were unloading at the time. Coroner's jury returned a verdict of manslaughter against the engine-driver and breaksmen of the train.
	Waterford and Killenny - - -	-	-	15,145½	
	Waterford and Limerick - - -	-	-	39,746½	
	Wear Valley - - -	-	-	-	See "Stockton and Darlington."
10 June	West Cornwall - -	1	-	45,752	{ - - George Roskilly, breaksmen, accidentally fell between two waggons while crossing the railway, and was run over.
	West London - - -	-	-	-	See "London and North Western."
3 Feb.	{ Whitehaven and Furness Junction }	1	-	46,583	{ - - John Farren, guard, found dead on the roof of a carriage, supposed to have been standing up while the train was passing under a bridge, and to have come in contact with it.
	Whitehaven Junction	-	-	68,241	
	Wilts, Somerset and Weymouth - - -	-	-	-	See "Great Western."
	Wishaw and Coltness	-	-	-	See "Caledonian."
8 Feb.	{ York and North Midland - - - }	-	1	666,639	{ - - Passenger accidentally fell from the edge of the platform at the York station, and had his leg broken by the wheels of a carriage which was being moved along the line.
25 March	- ditto - - -	1	-	-	{ - - William Barby, pointsman, knocked down and killed by an engine while he was making signals to a train.
29 April	- ditto - - -	1	-	-	{ - - William Hewson, reported to be infirm in intellect, deaf, and lame, opened the gates at a level crossing, and attempting to cross, was run over by an engine which was passing along the line.
30 May	- ditto - - -	1	-	-	{ - - Edward Grimstone, porter, crushed between buffers of waggons.
4 Feb.	{ York, Newcastle and Berwick - - - }	1	-	1,664,013	{ - - Trespasser, run over while walking along the line.
10 Feb.	- ditto - - -	1	-	-	{ - - Thomas Allison, attempting to cross the line, was run over by a train.
21 Feb.	- ditto - - -	1	-	-	{ - - John Rutter, coke-filler, crushed between an engine and tender while coupling them.
27 Feb.	- ditto - - -	1	-	-	{ - - E. Pearson, goods-guard, crushed between buffers while shunting trucks.
4 March	- ditto - - -	-	3	-	{ - - Parliamentary train ran into an engine belonging to the Stockton and Darlington Railway Company, which had been allowed to stand on the line at the Darlington station, causing injuries to three passengers.
29 May	- ditto - - -	1	-	-	{ - - John Watson, plate-layer, while working on the line, with his back towards the Leeds and Thirsk Railway, was run over by a Leeds and Thirsk train.
19 June	- ditto - - -	-	1	-	{ - - James Elliot, plate-layer, crossing the line to avoid a coal train, was knocked down by an express train. Head bruised and ribs fractured.

S U M M A R Y.

By the Returns made to this Department, it appears that the total number of persons of every description killed and injured on all the Passenger Railways open for public traffic in Great Britain and Ireland during the Half-year ending 30th June 1851, amounted to 105 killed, and 173 injured, and may be classed as follows:—

11	Passengers killed, and	-	-	142	injured, from causes beyond their own control.
8	Passengers killed, and	-	-	6	injured, owing to their own misconduct or want of caution.
34	Servants of Companies or of Con- tractors killed, and	-	-	10	injured, from causes beyond their own control.
21	Servants of Companies or of Con- tractors killed, and	-	-	10	injured, owing to their own misconduct or want of caution.
28	Trespassers and other persons, neither Passengers nor Servants of the Company, killed, and	-	-	5	injured, by crossing or walking on the Railway.
3	Suicide.				
TOTAL - 105 killed.				173	injured.

The number of Passengers conveyed during the half-year amounted to 37,881,703

The length of Railway open on the 31st December 1850 was - - 6,621 miles.

The length of Railway open on the 30th June 1851 was - - 6,698 miles.

Increase during the half-year - - 77 miles.

Office of Commissioners of Railways, Whitehall, }
29 July 1851.

Duncan MacGregor,
Registrar.

RAILWAY ACCIDENTS.

RETURN of the Number and Nature of the
ACCIDENTS and the INJURIES to LIFE and
LIMB which have occurred on the RAILWAYS
in *Great Britain and Ireland*, from the 1st of
January to the 30th of June 1851, together
with the Number of Passengers conveyed
during that Period—(in continuation of the
Return of Accidents for the preceding Half-
year, Parliamentary Paper, No. 274, of the
present Session).

(*Presented by Her Majesty's Command.*)

*Ordered, by The House of Commons, to be Printed,
30 July 1851.*

610.

Under 2 oz.

RAILWAY ACTS.

RETURN to an Order of the Honourable The House of Commons,
dated 5 February 1851 ;—for,

A RETURN “ of the RAILWAY ACTS passed in the Session of 1850 ; the Length of each Line ; the proposed Capital Stock ; the Number of Shares authorized to be created, and the Sums authorized to be raised on Loan.”

TITLE OF ACT.	Chapter of Act.	Length of Line Authorized.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to create.	Sum of Money that each Company is empowered to borrow.	REMARKS.
Aberdeen Railway Act, 1850 - - -	78	M. C. 0 52	M. C. 0 52	£. 150,000	18,000	£. 50,000	
Buckinghamshire Railways Act, 1850 - -	6	5 56	4 61	—	—	—	
Dublin and Belfast Junction Railway Act Amend- ment, 1850.	11	—	—	—	—	—	
Dublin and Drogheda Railway Act, 1850 -	45	—	—	—	—	—	
Dundalk and Enniskillen Railway Act, 1850 -	76	- -	- -	- -	- -	- -	- - This Act reduces the capital of the Company from 450,000 <i>l.</i> to 406,800 <i>l.</i> , and limits the amount to be raised on loan to one-third of the latter sum.
Dundee and Perth and Aberdeen Railway Junc- tion (Additional Capital) Act, 1850.	39	- -	- -	150,000	- -	50,000	
East and West India Docks and Birmingham Junction Railway, Branches and Amendment Act, 1850.	36	1 37	- -	50,000	1,000	16,666	
East of Fife Railway Dissolution Act, 1850 -	97	- -	18 40	- -	- -	- -	- - The capital which the Com- pany were empowered to raise was 253,500 <i>l.</i> , and the loan, 84,500 <i>l.</i>
Eastern Union Railway Amendment Act, 1850 -	54	—	—	—	—	—	
Exeter and Crediton Railway Company's Amend- ment Act, 1850.	24	- -	- -	20,000	8,000	6,666	
Great Northern Railway and East Lincolnshire Railway Acts Amendment Act, 1850.	61	2 41	1 47	—	—	—	
Great North of England Railway Purchase Amendment Act, 1850.	53	- -	- -	- -	- -	1,182,500	
Lancashire and Yorkshire Railway Act, 1850 -	83	—	—	—	—	—	
Liverpool, Crosby and Southport Railway Amend- ment Act, 1850.	95	10 65	10 55	—	—	—	
Liverpool, Crosby and Southport Railway (Sale or Lease) Act, 1850.	99	—	—	—	—	—	
London and Blackwall Railway Act, 1850 -	30	—	—	—	—	—	
Londonderry and Coleraine Railway Acts Amend- ment, 1850.	17	—	—	—	—	—	
Londonderry and Enniskillen Railway Acts Amendment, 1850.	14	—	—	—	—	—	

TITLE OF ACT.	Chapter of Act.	Length of Line Authorized.	Length of Line Abandoned.	Amount of Capital Stock.	Number of Shares that each Company is empowered to create.	Sum of Money that each Company is empowered to borrow.	REMARKS.
Newcastle-upon-Tyne and Carlisle Railway Act, 1850.	72	M. C. - -	M. C. - -	£. 150,000	- -	£. 50,000	
North Staffordshire Railway (Newcastle Branch, Extension of Time) Act, 1850.	55	—	—	—	—	—	
Oxford, Worcester and Wolverhampton Railway (Amendment) Act, 1850.	110	—	—	—	—	—	
Shrewsbury and Hereford Railway Amendment Act, 1850.	26	- -	- -	- -	- -	- -	- - This Act reduces the capital of the Company from 800,000 £, to 450,000 £, and the loan from 268,000 £ to 150,000 £.
South Eastern Railway (Increase of Capital) Act, 1850.	31	- -	- -	1,200,000	—	—	
South Staffordshire Railway Leasing Act, 1850	58	—	—	—	—	—	
South Wales Railway (Extension of Time) Act, 1850.	7	—	—	—	—	—	
South Wales Railway (Capital) Act, 1850 -	44	—	—	—	—	—	
South Yorkshire, Doncaster and Goole Railway (Deviation and Extension of Elsecar Branch) Act, 1850.	35	14 25	9 12	—	—	—	
South Yorkshire Railway and River Dun Act, 1850.	57	1 69	4 21	- -	- -	660,000	- - By this Act the name of the South Yorkshire, Doncaster and Goole Railway Company is changed to that of the South Yorkshire Railway and River Dun Company.
Waterford and Kilkenny Railway Amendment Act, 1850.	62	- -	- -	200,000	- -	66,000	
Waterford and Limerick Railway Amendment Act, 1850.	29	—	—	—	—	—	
West Cornwall Railway Amendment Act, 1850 -	98	2 53	1 76	—	—	—	
York and North Midland Railway Act, 1850 -	38	—	—	—	—	—	
TOTAL - - - -		43 53	55 30	1,920,000	- -	2,195,632	
Reduction in the Mileage authorized previously to 1850, by the abandonment of a Railway and certain portions of Railways under the provisions of Acts passed in 1850 - - - - -		55 30	- -	646,700	- -	214,900	- - Reduction in capital and loan authorized previously to 1850 by Acts passed in 1850.
Total Decrease on the Mileage authorized previously to 1850 - - - - -		11 57	—				
Total Increase of Capital authorized previously to 1850 - - - - -			£.	1,273,300	- -	1,980,732	

The foregoing Acts, Thirty-four in Number, may be classed as follows :—

Acts authorizing—										
Leases, &c.	-	-	-	-	-	-	-	-	-	2
Extension of Time, and sundry Amendments of Acts	-	-	-	-	-	-	-	-	-	14
Deviations, Extensions, and other Works for which no new Capital is required	-	-	-	-	-	-	-	-	-	6
Branches, &c. for which new Capital is required	-	-	-	-	-	-	-	-	-	3
Dissolution of Company, or Reduction of Capital	-	-	-	-	-	-	-	-	-	3
Additional Capital for Works previously authorized	-	-	-	-	-	-	-	-	-	6
TOTAL - - -										34

Decrease of Mileage occasioned by the above Acts - - - 11 miles, 57 chains.

					£.
Increase of Capital	-	-	-	-	1,273,300
Ditto - Loans	-	-	-	-	1,980,732
TOTAL Capital and Loan - - - £.					3,254,032

The following Act, incorporating the “ Class A. Shareholders in the St. Andrew’s and Quebec Railroad Company ” was also passed :

13 & 14 Vict. c. 106 - - - Capital, 80,000 £.

Office of Commissioners of Railways, }
Whitehall, 6 February 1851. }

Duncan MacGregor,
Registrar.

RAILWAY ACTS.

RETURN of the RAILWAY ACTS passed in the Session of 1850; the Length of each Line; the proposed Capital Stock; the Number of Shares authorized to be created; and the Sums authorized to be raised on Loan.—(In continuation of Parliamentary Paper, No. 20, Session 1850.)

(*Mr. Labouchere.*)

*Ordered, by The House of Commons, to be Printed,
10 February 1851.*

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons,
dated 25 April 1850;—for,

RETURNS, “ showing for each RAILWAY COMPANY the Amount of CAPITAL and LOANS which the Company has been authorized to raise by Acts passed previous to and in 1849; the Amount of SHARE CAPITAL actually paid up on the 31st day of December 1849, separating that which does not receive, or is not entitled to receive, any preferential Dividend or Interest, from that which bears a preferential Dividend or Rate of Interest; and stating the Amount of each Class of such preferential Capital, with the Rate of Interest or Dividend it is entitled to receive; the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of December 1849, the RATES of INTEREST payable thereon, and the Sums to which such Rates of Interest are applicable; the TOTAL AMOUNT the Company retained Powers, at the End of 1849, to raise either on existing Shares, or by creating new Shares, or by Loans; the Length of Line open for Traffic on the 31st day of December 1849, distinguishing Single and Double Portions; the Length of Line in course of Construction at the End of 1849; the Length of Line each Company is authorized to construct, but has not yet commenced, and, consequently, the Total Length for which each Company has obtained Powers: ”

“ And, of the AMALGAMATION of RAILWAY COMPANIES which has been effected either by Purchase, Lease, or otherwise, during 1849, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected (in Continuation of Parliamentary Paper, No. 535, of Session 1849).”

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
7 April 1851.

RETURNS, showing for each RAILWAY COMPANY the Amount of CAPITAL and LOANS which the Company has been authorized to raise by which does not receive, or is not entitled to receive, any preferential Dividend or Interest, from that which bears a preferential Dividend or entitled to receive ; the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing SECURITIES, on the 31st day of December Company retained Powers, at the End of 1849, to raise either on existing SHARES, or by creating new Shares, or by Loans ; the Length of struction at the End of 1849 ; the Length of Line each Company is authorized to construct, but has not yet commenced ; and, consequently, effected either by Purchase, Lease, or otherwise, during 1849, stating the Nature of such Amalgamation, and the Date on which it

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1849 :			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest per Cent. or Dividend.
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.		
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.	
Aberdare - - - - - (Railway on lease to Taff Vale Railway Company).	50,000	16,600 - -	- -	- -	66,600 - -	50,000 - -	- -	- -	- -
Aberdeen - - - - -	1,109,666	369,888 - -	- -	- -	1,479,554 - -	804,955 - -	266,935	6	
Airdrie and Bathgate Junction - - -	300,000	106,000 - -	- -	- -	400,000 - -	30,000 - -	- -	- -	
Alford Valley - - - - -	100,000	33,333 6 8	- -	- -	133,333 6 8	4,344 - -	- -	- -	
Ambergate, Nottingham and Boston and Eastern Junction - - - - -	1,932,000	643,666 - -	- -	- -	2,575,666 - -	464,556 12 6	- -	- -	5.
Arbroath and Forfar - - - - - (Railway on lease in perpetuity to the Aberdeen Railway Company).	210,000	56,666 - -	- -	- -	266,666 - -	155,393 5 -	40,000	5	
Ardrossan - - - - -	80,000	26,666 - -	- -	- -	106,666 - -	61,350 - -	- -	- -	
Ashburton, Newton and South Devon -	130,000	43,333 - -	- -	- -	173,333 - -	10,527 10 -	- -	- -	
Ayrshire and Galloway (Smithstown and Dalmellington) - - - - -	100,050	33,000 - -	- -	- -	133,050 - -	34,512 10 -	- -	- -	
Ayrshire, Bridge of Weir and Port Glasgow Junction - - - - -	125,000	41,660 - -	- -	- -	166,660 - -	24,825 - -	- -	- -	10.
Bedford - - - - - (Railway on lease, in perpetuity, to the Lon- don and North-Western Railway Company.)	125,000	41,650 - -	- -	- -	166,650 - -	125,000 - -	- -	- -	
Belfast and Ballymena - - - - -	385,000	128,333 - -	- -	- -	513,333 - -	362,910 - -	- -	- -	
Belfast and County Down - - - - -	500,000	166,666 - -	- -	- -	666,666 - -	142,911 - -	- -	- -	
Birkenhead, Lancashire and Cheshire Junc- tion - - - - -	2,550,000	600,000 - -	- -	- -	3,150,000 - -	1,575,414 - -	- -	- -	
Birmingham and Oxford Junction - - -	1,000,000	333,330 - -	- -	- -	1,333,330 - -	998,255 - -	- -	- -	15.
Birmingham, Wolverhampton and Dudley -	760,000	253,326 - -	- -	- -	1,013,326 - -	317,967 - -	- -	- -	
Birmingham, Wolverhampton and Stour Valley - - - - - (Railway on lease to the London and North-Western Railway Company).	1,110,000	370,000 - -	- -	- -	1,480,000 - -	754,650 10 -	- -	- -	
Bodmin and Wadebridge - - - - -	22,500	13,000 - -	- -	- -	35,500 - -	26,995 - -	- -	- -	
Bolton, Blackburn, Clitheroe and West Yorkshire - - - - -	1,000,000	333,000 - -	- -	- -	1,333,000 - -	459,929 - -	209,165	6	
Boston, Stamford and Birmingham - - -	532,000	177,266 - -	- -	- -	709,266 - -	72,106 - -	- -	- -	20.
Bridgewater and Taunton Canal and Stol- ford Railway and Harbour - - - - -	50,000	57,000 - -	- -	- -	107,000 - -	- -	- -	- -	
Bristol and Exeter - - - - -	2,905,000	1,392,600 - -	- -	- -	4,297,600 - -	1,722,548 11 10	- -	- -	
Bristol and South Wales Junction - - -	280,000	93,333 - -	- -	- -	373,333 - -	36,626 - -	- -	- -	
Buckinghamshire - - - - -	1,245,000	414,000 - -	- -	- -	1,659,000 - -	808,406 - -	- -	- -	
Caledonian - - - - -	5,761,000	1,844,700 - -	- -	- -	7,605,700 - -	2,417,135 - -	449,325 670,937	6 7	25.
Caledonian and Dumbartonshire Junction -	650,000	216,000 - -	- -	- -	866,000 - -	107,654 - -	- -	- -	
Cameron's Coalbrook Steam-Coal and Swan- sea and Laughor - - - - -	24,000	8,000 - -	- -	- -	32,000 - -	- -	- -	- -	
Canterbury and Whitstable - - - - - (Railway on lease to South Eastern Rail- way Company).	31,000	80,000 - -	- -	- -	111,000 - -	58,350 - -	- -	- -	
Chard - - - - -	317,000	106,000 - -	- -	- -	423,000 - -	56,459 - -	39,680	5	30.
Cheltenham and Oxford - - - - -	1,000,000	333,000 - -	- -	- -	1,333,000 - -	77,400 - -	- -	- -	

Acts passed previous to and in 1849; the Amount of SHARE CAPITAL actually paid up on the 31st day of December 1849, separating that Rate of Interest; and stating the Amount of each CLASS of such PREFERENTIAL CAPITAL, with the Rate of Interest or Dividend it is 1849, the RATES of INTEREST payable thereon, and the Sums to which such Rates of Interest are applicable; the TOTAL AMOUNT the Line open for Traffic on the 31st day of December 1849, distinguishing Single and Double Portions; the Length of Line in course of Construction the Total Length for which each Company has obtained Powers:—And, of the AMALGAMATION of RAILWAY COMPANIES which has been commenced, with the Act of Parliament under which it was effected.

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.		Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.		
	Amounts.	Interest per Cent.			Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.						
	£.	s. d.		£.	s. d.	£.	s. d.	M. chs.	M. chs.	M. chs.			
	16,600	- -	4½	66,600	- -	- - -	- - -	9 16	- -	9 16	- - -	9 16	
	6,500	- -	4½	1,426,094	- -	50,068	- -	5 30	38 38	43 68	14 0	0 52	58 40
	319,994	- -	5										
	11,610	- -	6										
	16,100	- -	7										
5.	- -	- -	- -	30,000	- -	370,000	- -	- -	- -	- -	20 0	20 0	
	- -	- -	- -	4,344	- -	128,989	6 8	- -	- -	- -	15 77	15 77	
	- -	- -	- -	464,556	12 6	2,111,109	7 6	- -	- -	- -	24 40	65 0	89 40
	13,500	- -	5	228,093	5 -	38,572	- -	- -	15 20	15 20	- -	- -	15 20
	16,700	- -	4½										
	2,500	- -	4										
	35,100	- -	5½	100,950	- -	18,650	6 -	6 0	6 0	12 0	- -	- -	12 0
	4,500	- -	5										
	- -	- -	- -	10,527	10 -	162,805	10 -	- -	- -	- -	10 31	10 31	
	- -	- -	- -	84,512	10 -	81,862	10 -	- -	- -	- -	2 60	3 60	6 40
10.	- -	- -	- -	24,825	- -	141,775	- -	- -	- -	- -	6 30	6 30	
	- -	- -	- -	125,000	- -	41,650	- -	- -	16 40	16 40	- -	- -	16 40
	17,600	- -	6	485,460	- -	5,783	- -	37 74	- -	37 74	- -	- -	37 74
	99,576	- -	5										
	5,374	- -	4½										
	- -	- -	- -	142,911	- -	523,755	- -	4 35	- -	4 35	12 40	28 37	45 32
	20,000	- -	4	1,717,951	- -	1,432,049	- -	- -	16 1½	16 1½	17 0	29 32	62 33½
	15,683	- -	4½										
15.	106,853	- -	5										
	96,900	- -	5	1,006,155	- -	238,175	- -	- -	- -	- -	29 31	11 4	40 35
	- -	- -	- -	317,967	- -	695,259	- -	- -	- -	- -	11 29	0 51	12 0
	- -	- -	- -	754,650	10 -	725,349	10 -	- -	- -	- -	14 38	3 1	17 39
	7,200	- -	4	35,195	- -	305	- -	14 56	- -	14 56	- -	- -	14 56
	1,000	- -	5										
	219,000	- -	5	888,094	- -	430,656	- -	- -	13 35	13 35	12 50	19 31	45 36
20.	- -	- -	- -	72,106	- -	637,160	- -	- -	- -	- -	29 9	29 9	
	- -	- -	- -	- -	- -	107,000	- -	- -	- -	- -	10 56	10 56	
	1,001,060	13 4	5	2,949,968	5 2	1,347,630	14 10	10 40	75 40	86 0	- -	71 60	157 60
	40,900	- -	4½										
	185,460	- -	4										
	- -	- -	- -	36,626	- -	309,717	- -	- -	- -	- -	14 73	14 73	
	128,000	- -	5	986,406	- -	722,594	- -	- -	- -	- -	47 28	46 47	63 78
25.	1,097,185	- -	5	4,695,582	- -	2,910,118	- -	- -	152 59	152 59	2 0	39 10	243 69
	61,000	- -	4½										
	- -	- -	- -	107,654	- -	707,661	- -	- -	- -	- -	8 10	26 24	34 34
	- -	- -	- -	- -	- -	32,000	- -	- -	- -	- -	4 40	4 40	
	39,970	- -	5	98,320	- -	12,680	- -	5 78	- -	5 78	- -	- -	5 78
30.	51,323	- -	5	189,658	- -	233,342	- -	- -	- -	- -	13 30	13 30	
	42,196	- -	6										
	- -	- -	- -	77,400	- -	1,255,600	- -	- -	- -	- -	37 74	37 74	-- The Company have added to the capital, for Railway purposes, the original Canal capital. No portion of the former has been raised.

-- The canal capital is not included in this statement.

-- The Company have added to the capital, for Railway purposes, the original Canal capital. No portion of the former has been raised.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1849 :			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest per Cent. or Dividend.	
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.	
Chester and Holyhead - - - -	2,930,000	976,332 - -	325,000	108,000	4,339,332 - -	2,058,863 - -	629,495	5½	
Clarence - - - - - (Railway on lease to Stockton and Har- tlepool Railway Company).	543,856	55,789 - -	- -	- -	599,645 - -	300,000 - -	34,480 100,916 108,460	4 5 6	
Cockermouth and Workington - - -	80,000	26,666 - -	27,500	9,166	143,332 - -	75,220 - -	1,228	5	
Cockermouth and Workington Extension - *Colchester, Stour Valley, Sudbury and Halstead.	200,000	60,000 - -	- -	- -	260,000 - -	3,963 - -	- -	- -	
Cork and Bandon - - - - -	240,000	80,000 - -	- -	- -	320,000 - -	124,115 - -	- -	- -	
*Cork and Waterford - - - - -	- -	- -	- -	- -	- -	- -	- -	- -	
Cork, Blackrock and Passage - - -	170,000	56,663 - -	- -	- -	226,663 - -	27,053 15 -	43,188	4	
Corwall - - - - -	1,700,000	566,666 - -	- -	- -	2,266,666 - -	193,026 6 4	- -	- -	
Coventry, Nuneaton, Birmingham and Lei- cester (The capital is included in the Return made by the London and North Western Railway Company).	- -	- -	- -	- -	- -	- -	- -	- -	
Deside - - - - -	220,000	73,336 6 8	- -	- -	293,336 6 8	21,575 - -	- -	- -	
Delabole and Rock - - - - -	15,000	5,000 - -	- -	- -	20,000 - -	3,600 - -	- -	- -	
Derbyshire, Staffordshire and Worcestershire Junction.	400,000	133,000 - -	- -	- -	533,000 - -	31,924 - -	- -	- -	
Direct London and Portsmouth - - -	1,510,000	500,000 - -	- -	- -	2,010,000 - -	133,746 5 -	- -	- -	
Dowlais Iron Company - - - - -	- -	- -	- -	- -	- -	- -	- -	- -	
Dublin and Belfast Junction - - -	950,000	316,666 - -	- -	- -	1,266,666 - -	602,053 - -	- -	- -	
Dublin and Drogheda - - - - -	953,000	317,666 - -	- -	- -	1,270,666 - -	525,915 - -	- -	- -	
Dublin and Kingstown - - - - -	500,000	170,000 - -	- -	- -	670,000 - -	260,000 - -	- -	- -	
*Dublin, Belfast and Coleraine Junction - -	- -	- -	- -	- -	- -	- -	- -	- -	
Dublin, Dundrum and Rathfarnham - -	200,000	66,000 - -	- -	- -	266,000 - -	28,749 - -	- -	- -	
Dunblane, Doune and Callander - - -	80,000	26,666 - -	- -	- -	106,666 - -	8,000 - -	- -	- -	
Dundalk and Enniskillen - - - - -	450,000	150,000 - -	- -	- -	600,000 - -	207,570 - -	- -	- -	
Dundee and Arbroath - - - - - (Railway on lease to the Dundee and Perth and Aberdeen Railway Junction Company).	266,700	88,900 - -	- -	- -	355,600 - -	192,003 16 8	- -	- -	
*Dundee and Newtyle - - - - - (Railway on lease to the Dundee and Perth and Aberdeen Railway Junction Company).	- -	- -	- -	- -	- -	- -	- -	- -	
Dundee and Perth and Aberdeen Railway Junction - - - - -	500,000	166,599 - -	- -	- -	666,599 - -	336,129 - -	28,104	5	
East Anglian - - - - -	1,036,000	345,200 - -	- -	- -	1,381,200 - -	764,175 - -	119,889 70,111 23,618	6 7 7	
East and West India Docks and Birmingham Junction - - - - -	600,000	200,000 - -	- -	- -	800,000 - -	562,590 - -	- -	- -	
East and West Yorkshire Junction - - -	200,000	66,600 - -	- -	- -	266,600 - -	182,393 - -	27,697 10s.	6	
*Eastern Counties - - - - -	- -	- -	- -	- -	- -	- -	- -	- -	
Eastern Union - - - - -	1,810,000	603,333 - -	250,000	83,333	2,746,666 - -	1,043,258 - -	300,000 30,460	6 10	
East Lancashire - - - - -	2,307,000	728,300 - -	304,000	101,000	3,440,300 - -	2,207,515 - -	239,518	6	
East Lincolnshire - - - - - (Railway on lease to the Great Northern Railway Company, for 1,000 years, from 1 October 1848).	600,000	200,000 - -	- -	- -	800,000 - -	600,000 - -	- -	- -	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.			Interest per Cent.	Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.	
	Amount.						Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.					
	£.	s.	d.		£.	s.	d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.		M. chs.
	963,885	-	-	4½	3,757,543	-	-	-	80 18	80 18	4 18	1 62	86 18	-- In this statement is included the sum of 240,000 L., which the Company are empowered to raise for the purchase of the Mold Railway.
	105,300	-	-	5										
	35,763	-	-	4	589,619	-	-	-	37 0	37 0	-	-	37 0	
	10,000	-	-	5										
	25,466	-	-	4½	102,114	-	-	8 30	-	8 30	-	0 46	8 76	
	200	-	-	4½										
	-	-	-	-	3,963	-	-	-	-	-	-	14 30	14 30	
5.	-	-	-	-	-	-	-	13 17	-	13 17	0 21	30 48	44 6	
	1,300	-	-	5½	125,415	-	-	9 60	-	9 60	-	9 77	19 57	
	-	-	-	-	-	-	-	-	-	-	-	97 44½	97 44½	
	1,000	-	-	5	71,241 15	-	-	-	-	-	6 23½	1 5½	7 29	
	-	-	-	-	193,028 6 4	2,073,637 13 8	-	-	-	-	-	73 55	73 55	
10.	-	-	-	-	-	-	-	-	-	-	-	15 11½	15 11½	
	-	-	-	-	21,575	-	-	-	-	-	-	29 12	29 12	
	-	-	-	-	3,600	-	-	-	-	-	-	16 5	16 5	
	-	-	-	-	31,924	-	-	-	-	-	-	17 29	17 29	
15.	-	-	-	-	133,746 5	1,876,253 15	-	-	-	-	-	60 36	60 36	
	-	-	-	-	-	-	-	-	-	-	-	1 58	1 58	
	71,000	-	-	4	602,053	-	-	21 73	17 17	39 10	33 72	-	73 2	
	113,921	-	-	5	713,136	-	-	-	35 21	35 21	-	9 57½	44 78½	
	300 0	-	-	5½			-	-	-	-	-	-	-	
	2,000	-	-	6			-	-	-	-	-	-	-	
	70,000	-	-	4	387,604	-	-	1 53	6 7	7 60	-	-	7 60	
	57,604	-	-	4	-	-	-	-	-	-	-	-	-	-- * This latter sum has been borrowed of the Commissioners of Public Works in Ireland, under 1 & 2 Will. 4, c. 69, the raising of which Loan is not considered by the Company as an exercise of their ordinary borrowing powers.
20.	-	-	-	-	-	-	-	-	-	-	-	88 70	88 70	
	-	-	-	-	28,749	-	-	-	-	-	3 32	2 33	5 65	
	-	-	-	-	8,000	-	-	-	-	-	-	10 45	10 45	
	42,856	-	-	5	250,426	-	-	19 71	-	19 71	-	20 60	40 51	
	48,515	-	-	5	240,518 16 8	115,081 3 4	0 13	16 67	17 0	0 27½	1 29½	18 57		
	-	-	-	-	-	-	-	-	10 20	10 20	-	-	10 20	
25.	66,400	-	-	4½	530,833	-	-	-	20 73	20 73	-	2 22	23 15	
	100,200	-	-	5			-	-	-	-	-	-	-	
	279,250	-	-	5	1,257,043	-	-	48 44	18 26	66 70	-	16 14	83 4	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
30.	57,000	-	-	5	619,590	-	-	-	-	-	8 5	-	8 5	
	22,399 18 2	-	-	5	232,490 8 5	34,109 11 7	-	-	14 12	14 12	1 0	-	15 12	
	-	-	-	-	-	-	3 6½	183 34	186 40½	-	-	61 40	248 0½	
	4,550	-	-	4	1,909,192	-	-	9 54	72 25	81 79	10 59	11 70	104 48	
	25,656	-	-	4½			-	-	-	-	-	-	-	
	448,668	-	-	5			-	-	-	-	-	-	-	
	56,600	-	-	6			-	-	-	-	-	-	-	
	279,639	-	-	5	3,125,056	-	-	5 34	68 6	73 40	6 17	8 56	88 33	
	249,430	-	-	4½			-	-	-	-	-	-	-	
	148,953	-	-	4			-	-	-	-	-	-	-	
	23,200	-	-	5	623,200	-	-	-	47 10	47 10	-	-	47 1	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1849:		
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest per Cent. or Dividend.
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.
East Lothian Central - - - - - (Railway abandoned under the Provi- sions of 12 & 13 Vict. c. 53 (1849)).	—	—	—	—	—	—	—	—
East of Fife - - - - -	253,500	84,500 --	- -	- -	338,000 --	14,800 --	- -	- -
Edinburgh and Bathgate - - - -	250,000	83,000 --	- -	- -	333,000 --	137,760 --	- -	- -
Edinburgh and Glasgow - - - -	2,448,475	706,750 --	244,000	196,666	3,595,891 --	2,184,004 --	124,066 140,000 35,000	5 8 5
Edinburgh, Perth and Dundee (formerly Edinburgh and Northern) - - - }	1,925,260	641,686 --	575,000	191,666	3,333,612 --	1,274,722 --	97,720 42,735	5 5½
Exeter and Crediton - - - - -	70,000	23,323 --	- -	- -	93,323 --	93,323 --	- -	- -
Exeter and Exmouth - - - - -	160,000	53,000 --	- -	- -	213,000 --	16,800 --	- -	- -
Exeter, Yeovil and Dorchester - -	1,400,000	466,000 --	- -	- -	1,866,000 --	147,000 --	- -	- -
Fleetwood, Preston and West Riding Junction	270,000	90,000 --	- -	- -	360,000 --	135,761 --	- -	- -
Forth and Clyde Navigation (owners of the Drumpeller Railway) - - - - }	26,000	8,666 --	- -	- -	34,666 --	14,280 --	- -	- -
Furness - - - - -	275,000	91,933 --	- -	- -	366,933 --	172,766 --	20,595	5
General Terminus and Glasgow Harbour -	256,000	83,332 --	- -	- -	339,332 --	38,938 --	- -	- -
Glasgow, Airdrie and Monklands Junction -	500,000	166,300 --	- -	- -	666,300 --	88,168 --	- -	- -
*Glasgow, Barrhead and Neilston Direct -	- -	- -	- -	- -	- -	- -	- -	- -
Glasgow, Dumfries and Carlisle - -	2,033,333	666,600 --	- -	- -	2,699,933 --	428,193 6 8	249,938	6
*Glasgow, Kilmarnock and Ardrossan -	- -	- -	- -	- -	- -	- -	- -	- -
Glasgow, Paisley and Greenock - -	735,000	244,998 --	- -	- -	979,998 --	490,994 12 6	140,876	6
Glasgow, Paisley, Kilmarnock and Ayr -	3,466,500	1,154,066 --	- -	- -	4,620,566 --	2,144,052 --	156,250	5
Glasgow, Strathaven and Leamnahagow Direct	350,000	116,666 --	- -	- -	466,666 --	46,785 --	- -	- -
Gloucester and Dean Forest - - - -	254,000	85,000 --	- -	- -	339,000 --	120,812 --	- -	- -
Great Northern - - - - -	6,483,000	2,161,466 --	- -	- -	8,644,466 --	4,150,974 --	856,017	5
Great North of England - - - - - (Under agreement of sale to the York, Newcastle and Berwick Railway Company)	1,450,000	480,000 --	- -	- -	1,930,000 --	1,392,550 --	- -	- -
Great North of England, Clarence and Hartlepool Junction (Railway on lease to the York, Newcastle and Berwick Rail- way Company) - - - - }	74,900	24,500 --	- -	- -	99,400 --	42,075 --	13,725	5
Great North of Scotland - - - - -	1,500,000	500,000 --	- -	- -	2,000,000 --	69,215 --	- -	- -
Great North of Scotland - - - - - (Eastern Extension).	400,000	133,333 6 8	- -	- -	533,333 6 8	7,105 --	- -	- -

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.		Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.				
	Amounts.	Interest per Cent.			Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.								
£.	s.	d.	£.	s.	d.	M.	chs.	M.	chs.	M.	chs.	M.	chs.	M.	chs.
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	14,800	-	-	323,200	-	-	-	-	18 40	18 40		
	54,985	-	4½	192,745	-	-	140,255	-	3 60	6 55½	10 35½	1 5	11 74	23 34½	
	45,800	-	3½	3,253,585	-	-	342,306	-	15 05½	52 41	67 46½	12 70	19 59	100 15½	
	202,226	-	4												
	169,906	-	4½												
	352,583	-	5												
5.	574,586	-	5	2,029,063	-	-	1,304,549	-	3 20	68 65½	72 05½	-	18 25½	90 31½	
	29,300	-	4½												
	10,000	-	4												
	-	-	-	93,333	-	-	-	-	-	-	6 0	-	-	6 0	
	-	-	-	16,800	-	-	196,200	-	-	-	-	-	10 37	10 37	
	-	-	-	147,000	-	-	1,719,000	-	-	-	-	-	69 27½	69 27½	
	-	-	-	135,761	-	-	224,239	-	-	-	-	3 75	9 45	13 40	
10.	3,000	-	5	17,280	-	-	17,386	-	0 69	-	0 69	-	0 77½	1 66½	
	57,800	-	5	251,961	-	-	114,972	-	13 40	4 0	17 40	1 0	4 40	23 0	
	800	-	4												
	*43,185	-	4½	82,073	-	-	251,250	-	-	0 75½	0 75½	1 24	0 75½	3 15	- - * In the Return made by the Company to the House of Lords, under the Order dated the 3d May 1849, the temporary debt of the Company, of which it is presumed the amount included in this statement forms the balance unpaid, is stated to be a private bank advance.
	-	-	-	68,168	-	-	578,132	-	-	-	-	-	17 03	17 03	
	-	-	-	-	-	-	-	-	1 33	7 0	8 33	1 74	-	10 27	
15.	223,803	-	5	908,734	6	8	1,784,996	13	4	36 0	36 0	28 70	53 69	118 59	
	7,800	-	4½	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	2 22	-	2 22	-	33 25	35 47	
	5,530	-	4	845,606	12	6	113,332	-	-	15 48	15 48	-	2 30½	17 78½	
	37,636	-	4½												
	170,570	-	5												
	134,301	-	5	2,621,594	-	-	1,998,972	-	17 48	87 45	105 13	6 00	102 09	213 22	
	55,753	-	4½												
	9,450	-	4½												
	66,961	-	4												
	26,186	-	3½												
	28,642	-	3½												
	-	-	-	46,785	-	-	419,881	-	-	-	-	-	15 23	15 23	
20.	-	-	-	120,812	-	-	218,188	-	-	-	-	8 0	2 27	10 27	- - The Hagles Extension, in length 7 miles 40 chains, has been deducted from the length of railway authorized to be constructed by the Company, the Extension Branch having been sold to the South Wales Company: the capital, in consequence of the sale, has been reduced by 100,000L., the amount of the shares formerly held by the South Wales Company.
	8,000	-	4½	5,771,481	-	-	2,872,984	-	0 53½	95 72½	96 45½	93 07½	157 43½	347 16½	
	756,000	-	5												
	260,539	7	5	1,784,914	7	7	145,086	-	-	54 60	54 60	-	-	54 60	
	4,400	-	4½												
	1,300	-	4½												
	53,725	-	4												
	2,000	-	3½												
	70,400	-	3½												
	24,500	-	5	80,300	-	-	19,100	-	2 40	6 28	8 68	-	-	8 68	
	-	-	-	69,215	-	-	1,930,785	-	-	-	-	-	137 60	137 60	
25.	-	-	-	7,105	-	-	526,228	6	8	-	-	-	47 45½	47 45½	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1849:			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest per Cent. or Dividend.	
£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.		
Great Southern and Western - - -	3,165,000	1,054,630 --	-	-	4,219,630 --	2,461,715 --	28,220	6	
Great Western - - - - -	13,850,000	4,616,666 -- and 3,459,000 -- as subscriptions to other Railway undertakings.	-	-	21,925,666 --	7,875,374 --	55,110	5	
Great Western and Uxbridge - - -	50,010	16,670 --	-	-	66,680 --	2,395 --	-	-	
Hartlepool Dock and Railway - - - (Railway on lease to York, Newcastle and Berwick Railway Company).	279,000	153,000 --	-	-	432,000 --	410,545 --	-	-	
*Herne Bay and Canterbury Junction -	-	-	-	-	-	-	-	-	
Hull and Selby - - - - - (Railway on lease to York and North Midland Railway Company, in whose Re- turn the financial transactions of the Hull and Selby Company are included).	979,343	-	-	-	979,343 --	-	979,343	-	
Irish South Eastern - - - - -	264,000	88,000 --	-	-	352,000 --	149,360 --	-	-	
*Kendal and Windermere - - - - -	-	-	-	-	-	-	-	-	
*Kilkenny, and Great Southern and Western	-	-	-	-	-	-	-	-	
Killarney and Valencia - - - - -	300,000	100,000 --	-	-	400,000 --	6,210 15 -	-	-	
Killarney Junction - - - - -	375,000	125,000 --	-	-	500,000 --	48,718 15 -	-	-	
*Kilmarnock and Troon - - - - - (Railway on lease to Glasgow, Paisley, Kilmarnock and Ayr Railway Company).	-	-	-	-	-	-	-	-	
Lancashire and Yorkshire - - - - -	10,480,113	2,893,932 --	-	560,000	13,934,045 --	7,295,316 --	793,092	6	
	708,000				708,000 --	708,000 --			
	the Capital of the Preston and Wyre Railway Company. See Note.								
Lancaster and Carlisle - - - - -	1,306,000	433,000 --	-	-	1,739,000 --	1,083,534 3 4	-	-	
Lancaster and Preston Junction - - -	410,000	113,000 --	50,000	-	573,000 --	397,500 --	-	-	
Leeds and Bradford - - - - - (Railway on lease to the Midland Rail- way Company).	930,000	309,999 --	-	-	1,239,999 --	900,000 --	-	-	
Leeds and Thirsk - - - - -	1,793,000	584,932 --	450,000	150,000	2,977,932 --	1,260,973 --	105,504 92,421	6 7	
Limerick, Ennis and Killaloe Junction -	300,000	100,000 --	-	-	400,000 --	8,835 --	-	-	
Liskeard and Caradon - - - - -	22,500	7,500 --	-	-	30,000 --	12,000 --	7,075	5	
Liverpool, Crosby and Southport - - -	225,000	75,000 --	-	-	300,000 --	96,974 --	-	-	
Liverpool, Manchester and Newcastle-upon- Tyne Junction - - - - -	1,440,000	473,333 --	-	-	1,913,333 --	140,000 --	-	-	
Llanelli Railway and Dock - - - - -	214,000	56,000 --	-	-	270,000 --	198,582 9 6	-	-	
*Llynvi Valley - - - - -	-	-	-	-	-	-	-	-	
London and Blackwall - - - - -	1,426,000	333,000 --	-	-	1,759,000 --	1,195,699 --	-	-	
London and Greenwich - - - - - (Railway on lease to South Eastern Railway Company).	760,000	233,300 --	-	-	993,300 --	550,000 --	210,000	5	
London and North Western - - - - -	36,954,620	-	-	-	36,954,620 --	16,470,891 --	2,020,620 200,000	4 5	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.		Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorised, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.
	Amounts.	Interest per Cent.			Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.				
	£. s. d.		£. s. d.	£. s. d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	
	829,484 - -	5	3,319,419 - -	892,747 - -	27 20	161 20	188 40	1 15	53 31	243 06	
	817,570 - -	3½	13,287,158 - -	8,638,508 - -	4 0	209 53	213 53	35 14	124 64	373 51	
	1,744,092 - -	4									
	298,830 - -	4½									
	2,496,182 - -	5									
	- - - -	-	2,395 - -	64,285 - -	- -	- -	- -	- -	2 46	2 46	
	127,870 - -	5	563,735 - -	- - - -	2 0	13 63	15 63	- -	- -	15 63	- - A portion of the sum raised in excess of the authorised Share Capital, is to be applied in the payment of the Debenture Debt.
	1,000 - -	4½									
	24,320 - -	4									
5.	- - - -	-	- - - -	- - - -	- -	- -	- -	- -	3 66	3 66	- - The Company, in their Return to the Order of The House of Lords, state their expenditure at the amount herein inserted. The York and North Midland Railway Company have authority to purchase the Railway, and the sum authorised to be raised for that purpose is included in that Company's Return.
	- - - -	-	979,343 - -	- - - -	- -	- -	- -	- -	- -	- -	
	- - - -	-									
	- - - -	-	149,360 - -	176,000 - -	10 8	- -	10 8	12 44	1 19	23 71	
	- - - -	-	- - - -	- - - -	- -	10 24	10 24	- -	- -	10 24	
	- - - -	-	- - - -	- - - -	- -	- -	- -	- -	26 5	26 5	
10.	- - - -	-	6,210 15 -	393,789 5 -	- -	- -	- -	- -	37 67	37 67	
	- - - -	-	48,718 5 -	451,281 5 -	- -	- -	- -	9 63	29 77	39 60	
	- - - -	-	- - - -	- - - -	- -	- -	- -	- -	- -	- -	
	1,414,467 - -	5	10,709,455 - -	3,224,590 - -	19 64½	176 11½	195 76	27 46	42 12	265 54	- - The length of the Preston and Wyre Railway, which is leased to this Company and the London and North Western Railway Company is included in this statement. The sum of 708,000£, on which a rent is paid by the lessees, has been added as capital raised and expended.
	8,000 - -	4½	708,000 - -	- - - -	- -	- -	- -	- -	- -	- -	
	569,650 - -	4½									
	104,147 - -	4½									
	489,083 - -	4									
	35,700 - -	3½									
	57,820 - -	3½	1,483,528 3 4	255,471 - -	- -	70 27	70 27	- -	- -	70 27	
	142,850 - -	4									
	199,324 - -	5									
	87,800 - -	5	510,500 - -	62,500 - -	- -	20 20	20 20	- -	- -	20 20	
	25,200 - -	4½									
15.	30,300 - -	4	1,186,015 - -	53,984 - -	- -	41 52	41 52	- -	5 35	47 07	
	55,100 - -	4½									
	68,000 - -	4½									
	132,615 - -	5									
	418,055 - -	5	1,877,353 - -	1,100,577 - -	- -	39 13½	39 13½	12 27	36 20	87 60½	
	400 - -	4									
	- - - -	-	8,835 - -	391,165 - -	- -	- -	- -	- -	37 19	37 19	
	5,620 - -	5	24,695 - -	5,305 - -	8 60	- -	8 60	- -	1 30	10 10	
	- - - -	-	96,974 - -	188,000 - -	12 65	- -	12 65	- -	3 50	16 35	
20.	- - - -	-	140,000 - -	1,773,333 - -	- -	- -	- -	- -	51 30½	51 30½	
	16,200 - -	5	231,082 9 6	38,917 10 6	28 20	- -	28 20	- -	- -	28 20	
	1,300 - -	4½									
	1,500 - -	4½									
	13,500 - -	4									
	- - - -	-	- - - -	- - - -	17 51	- -	17 51	- -	13 40	31 11	
	62,980 - -	5	1,303,879 - -	455,121 - -	- -	5 17	5 17	- -	0 31	5 48	
	25,500 - -	4½									
	19,700 - -	4									
	233,300 - -	5	993,300 - -	- - - -	- -	3 60	3 60	- -	- -	3 60	
25.	5,702,771 - -	5	28,869,814 - -	8,084,806 - -	22 32	437 25½	459 57½	63 74	143 78½	667 50½	
	456,909 - -	4½									
	3,449,432 - -	4									
	54,000 - -	3½									
	515,200 - -	3½									

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1849:			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest per Cent. or Dividend.
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.		
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.	
London and South Western - - -	9,049,060	2,890,412 - -	- -	- -	11,939,462 - -	7,419,650 - -	14,400 201,500	5 7	
London, Brighton and South Coast - -	5,581,000	1,859,930 - -	- -	- -	7,440,930 - -	4,600,333 - -	644,173 393,047	5 6	
Londonderry and Coleraine - - -	500,000	166,666 - -	- -	- -	666,666 - -	247,555 - -	- -	- -	
Londonderry and Enniskillen - - -	340,000	113,333 - -	- -	- -	453,333 - -	163,506 - -	27,000	5	
Lowestoft Railway and Harbour - - (Railway on lease in perpetuity to Nor- folk Railway Company).	240,000	80,000 - -	- -	- -	320,000 - -	230,252 - -	- -	- -	5.
Mallow and Fermoy - - -	150,000	53,330 - -	- -	- -	203,330 - -	11,330 - -	- -	- -	
Malton and Driffield Junction - - -	240,000	80,000 - -	- -	- -	320,000 - -	240,000 - -	- -	- -	
*Manchester and Birmingham and North Staffordshire Junction - - - }	- -	- -	- -	- -	- -	- -	- -	- -	
Manchester and Southport - - -	775,000	258,300 - -	- -	- -	1,033,300 - -	223,380 - -	- -	- -	
Manchester, Buxton, Matlock and Midlands Junction - - - }	1,320,000	440,000 - -	- -	- -	1,760,000 - -	377,446 - -	- -	- -	10.
Manchester, Sheffield and Lincolnshire -	6,000,500	2,003,166 - -	887,300	295,766	9,195,732 - -	4,687,500 - -	1,322,000	7 ½	
Manchester South Junction and Altrincham (The Capital and Loans are included in the Returns made by the London and North Western, and Manchester, Sheffield and Lincolnshire Railway Companies).	- -	- -	- -	- -	- -	- -	- -	- -	
Maryport and Carlisle - - -	297,946	99,000 - -	- -	- -	396,946 - -	166,405 - -	- -	- -	
Middlesbro' and Redcar - - -	36,000	12,000 - -	- -	- -	48,000 - -	48,000 - -	- -	- -	
(Railway on lease to the Stockton and Darlington Railway Company).	- -	- -	- -	- -	- -	- -	- -	- -	
Midland - - -	13,656,472	4,105,687 - -	- -	- -	17,762,159 - -	7,517,572 - -	140,000 170,400 150,000 1,691,728 2,159,006	8 6 6 6 5	15.
Midland Great Western Railway of Ireland	1,948,000	648,666 - -	- -	- -	2,596,666 - -	935,951 - -	- -	- -	
Mold - - -	- -	- -	- -	- -	- -	- -	- -	- -	
(Capital, &c. included in the Return made by the Chester and Holyhead Com- pany),	- -	- -	- -	- -	- -	- -	- -	- -	
Monkland Railways - - -	566,000	188,666 - -	- -	- -	754,666 - -	329,704 2 -	33,837. 10s.	6	
(Slamannan and Borrowstonness Stock)	105,000	35,000 - -	- -	- -	140,000 - -	10,500 - -	- -	- -	
Monmouthshire Railway and Canal - -	472,500	175,500 - -	- -	- -	630,000 - -	358,550 - -	8,310	5	20.
Morayshire - - -	75,000	21,500 - -	- -	- -	96,500 - -	7,500 - -	- -	- -	
Mountmellick Junction - - -	22,500	7,500 - -	- -	- -	30,000 - -	1,700 - -	- -	- -	
Newcastle-upon-Tyne and Carlisle - -	1,155,000	415,000 - -	- -	- -	1,570,000 - -	1,105,196 - -	- -	- -	
Newmarket - - -	1,085,000	361,665 - -	- -	- -	1,446,665 - -	318,733 - -	- -	- -	
Newport, Abergavenny and Hereford -	1,133,000	377,333 - -	- -	- -	1,510,333 - -	112,208 - -	- -	- -	25.
Newry and Enniskillen - - -	900,000	300,000 - -	- -	- -	1,200,000 - -	95,134 - -	- -	- -	
Newry, Warrenpoint and Rostrevor - -	100,000	33,333 - -	- -	- -	133,333 - -	82,392 - -	- -	- -	
Norfolk - - -	2,042,500	679,400 - -	- -	- -	2,721,900 - -	972,099 - -	334,470 105,000	5 5 ½	
(Railway on lease to the Eastern Counties Railway Company).	- -	- -	- -	- -	- -	- -	- -	- -	
Northampton and Banbury - - -	- -	- -	- -	- -	- -	- -	- -	- -	
(Capital, &c. included in the Return of the London and North Western Com- pany).	- -	- -	- -	- -	- -	- -	- -	- -	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.			Interest per Cent.	Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.	
	Amounts.						Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway open for Traffic.					
	£.	s.	d.		£.	s.	d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.		
	45,435	-	-	3	9,679,798	-	-	59 50	156 71	216 41	-	123 01	339 42	
	194,400	-	-	3½										
	526,700	-	-	4										
	72,000	-	-	4¼										
	211,086	-	-	4½										
	994,627	-	-	5										
	883,510	-	-	5	7,030,490	-	-	16 64	146 40	163 24	-	18 40	181 64	
	6,000	-	-	4½										
	233,427	-	-	4½										
	162,000	-	-	4½										
5.	85,500	-	-	4										
	22,500	-	-	3½										
	-	-	-	-	247,555	-	-	-	-	-	8 0	27 40	35 40	
	-	-	-	-	190,506	-	-	14 5	-	14 5	0 75	20 0	35 0	
	77,000	-	-	5	307,252	-	-	11 0	-	11 0	-	-	11 0	
	-	-	-	-	11,330	-	-	-	-	-	-	16 64	16 64	
	-	-	-	-	267,000	-	-	-	-	-	19 2½	5 4½	24 7	
	-	-	-	-	-	-	-	-	-	-	-	3 79	3 79	
	-	-	-	-	223,380	-	-	-	2 76	2 76	-	42 10	45 6	
	-	-	-	-	377,446	-	-	-	11 42	11 42	-	39 37	50 79	
10.	118,917	-	-	4	7,372,110	-	-	8 47	148 42½	157 9½	8 0	59 64½	224 74	
	182,260	-	-	4½										
	1,061,433	-	-	5	-	-	-	-	9 12½	9 12½	0 13½	-	9 26	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	202,008	-	-	5	440,301	-	-	20 6	8 22	28 28	-	-	28 28	- - The amount raised in excess of Capital and Loan has been received on Loan Notes.
	56,187	-	-	4½										
	15,700	-	-	4										
	-	-	-	-	48,000	-	-	7 71	-	7 71	-	-	7 71	- - The Directors, on their personal security, have borrowed £.31,420.
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	15.	2,218,986	-	-	5	15,334,035	-	-	23 47	414 35½	438 2½	6 5	197 66½	641 74½
	349,220	-	-	4½										
	22,000	-	-	4¼										
	819,022	-	-	4										
	2,000	-	-	3½										
	94,500	-	-	3½										
	155,160	-	-	6	1,195,011	-	-	15 0	35 0	50 0	76 40	30 2	156 42	
	3,900	-	-	5										
	100,000	-	-	3½				6 59	7 20	13 79	-	0 45	14 44	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
20.	122,797	10	-	4½	486,339	-	-	25 12	10 60	35 72	4 55	9 26	49 73	
	-	-	-	-	10,500	-	-	-	-	-	-	-	-	
	120,000	-	-	5	486,860	-	-	11 0	17 0	28 0	11 0	9 0	48 0	
	-	-	-	-	7,500	-	-	-	-	-	-	11 68	11 68	
	-	-	-	-	1,700	-	-	-	-	-	-	3 58	3 58	
	286,073	-	-	5	1,570,000	-	-	-	65 20	65 20	4 0	10 49	79 69	
	79,200	-	-	4½										
	91,420	-	-	4										
	2,500	-	-	3½										
	5,600	-	-	3½										
25.	92,200	-	-	5	410,933	-	-	-	16 69	16 69	-	49 2	65 71	
	-	-	-	-	112,208	-	-	-	-	-	-	60 64	60 64	
	-	-	-	-	95,134	-	-	-	-	-	4 55	67 0	71 55	
	33,150	-	-	6	115,542	-	-	5 60	-	5 60	-	2 41	8 21	
	52,000	-	-	4	1,840,369	-	-	34 33	48 39	82 72	-	65 62½	148 54½	
	70,000	-	-	4½										
	306,800	-	-	5										
	-	-	-	-	-	-	-	-	-	-	-	21 73	21 73	
	-	-	-	-	-	-	-	-	-	-	-	-	-	

-- The amount raised in excess of Capital and Loan has been received on Loan Notes.

-- The Directors, on their personal security, have borrowed £.31,420.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1849:			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest per Cent. or Dividend.
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.		
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£.	£.	
North British - - - - -	3,023,000	1,007,664 - -	- -	- -	4,030,664 - -	2,471,058 - -	587,709 -	6	
Northern and Eastern - - - - - (Railway on lease to the Eastern Counties Railway Company).	923,466	307,800 - -	- -	- -	1,231,266 - -	1,137,958 - -	- -	- -	
Northern Counties Union - - - -	2,625,000	875,000 - -	- -	- -	3,500,000 - -	209,050 - -	- -	- -	
North Staffordshire - - - - -	4,370,000	1,450,000 - -	- -	- -	5,820,000 - -	2,804,268 - -	1,170,000	5	
North Union - - - - - (Railway on lease in perpetuity to the Lancashire and Yorkshire, and London and North Western Railway Companies).	860,000	376,000 - -	- -	- -	1,236,000 - -	739,201 10 -	- -	- -	5.
*North Wales - - - - -	- -	- -	- -	- -	- -	- -	- -	- -	
North Western - - - - -	1,320,000	439,300 - -	- -	- -	1,759,300 - -	587,684 - -	50,843	5	
Oldham Alliance - - - - -	450,000	150,000 - -	- -	- -	600,000 - -	45,000 - -	- -	- -	
Oxford, Worcester and Wolverhampton -	2,570,000	856,333 - -	- -	- -	3,426,333 - -	1,398,190 - -	- -	- -	
Paisley, Barrhead and Hurler - - -	230,000	76,666 - -	- -	- -	306,666 - -	24,150 - -	- -	- -	10.
Parkgate, and Chester and Birkenhead -	50,000	16,666 - -	- -	- -	66,666 - -	3,750 - -	- -	- -	
Portadown and Dungannon - - -	154,775	51,585 - -	- -	- -	206,360 - -	11,609 - -	- -	- -	
Portbury Pier and Railway - - -	200,000	66,666 - -	- -	- -	266,666 - -	17,942 - -	- -	- -	
Preston and Longridge - - - - - (Railway on lease to the Fleetwood, Preston and West Riding Junction Rail- way Company).	48,000	10,000 - -	- -	- -	58,000 - -	50,124 - -	- -	- -	
Reading, Guildford and Reigate - - -	800,000	266,666 - -	- -	- -	1,066,666 - -	599,200 - -	- -	- -	15.
Royston and Hitchin - - - - -	346,636	115,466 - -	- -	- -	462,132 - -	157,904 - -	- -	- -	
St. Helen's Canal and Railway - - -	693,400	233,100 - -	- -	- -	926,500 - -	129,510 - -	136,080 38,588	5 6	
Saundersfoot Railway and Harbour - -	29,500	12,000 - -	- -	- -	41,500 - -	17,500 - -	- -	- -	
Scottish Central - - - - -	1,255,000	418,160 - -	- -	- -	1,673,160 - -	1,016,250 - -	- -	- -	
Scottish Grand Junction - - - - -	350,000	115,000 - -	- -	- -	465,000 - -	25,000 - -	- -	- -	20.
Scottish Midland Junction - - - - -	600,000	200,000 - -	- -	- -	800,000 - -	561,073 - -	- -	- -	
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole - - - - } (Ten miles of the Railway northward of the Station at Barnsley are on lease to the Lancashire and Yorkshire Railway Company.)	800,000	266,000 - -	- -	- -	1,066,000 - -	292,881 - -	- -	- -	
Shrewsbury and Birmingham - - - -	1,344,787	448,262 - -	- -	- -	1,793,050 - -	945,357 - -	133,502	8	
Shrewsbury and Chester - - - - -	1,221,000	383,532 - -	- -	23,468	1,628,000 - -	739,850 - -	175,000	8	
Shrewsbury and Hereford - - - - -	800,000	266,000 - -	- -	- -	1,066,000 - -	66,333 - -	- -	- -	25.
Shropshire Union Railways and Canal -	3,300,000	1,100,000 - -	- -	- -	4,400,000 - -	905,994 - -	- -	- -	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.		Total Amount which, at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.
	Amounts.	Interest per Cent.			Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway open for Traffic.				
	£. s. d.		£. s. d.	£. s. d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	
	83,810 - -	3½	3,873,311 - -	157,155 - -	3 53	130 21	133 74	13 27	15 04	162 25	
	50,400 - -	3½									
	160,295 - -	4									
	2,700 - -	4½									
	198,850 - -	4½									
	318,488 - -	5									
	48,700 - -	5	1,186,658 - -	44,608 - -	- -	44 0	44 0	- -	- -	44 0	
	- - -	- -	209,050 - -	3,290,950 - -	- -	- -	- -	7 4	120 0	127 4	
	392,732 - -	5	4,451,060 - -	1,346,846 - -	- -	112 19½	112 19½	8 60	15 17	136 16½	
5.	84,050 - -	4½	1,129,428 10 -	106,571 10 -	- -	39 60	39 60	- -	- -	39 60	
	1,000 - -	3½									
	26,000 - -	3½									
	59,310 - -	4									
	15,000 - -	4½									
	37,900 - -	4½									
	4,000 - -	4½									
	247,017 - -	5									
	- - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	28 40	28 40	
	54,520 - -	5	693,247 - -	1,066,062 - -	38 61	- -	38 61	8 23	16 37	63 41	
	- - -	- -	45,000 - -	555,000 - -	- -	- -	- -	- -	19 39	19 39	
	153,937 - -	5	1,542,850 - -	1,863,463 - -	- -	- -	- -	91 52	21 38½	113 10½	
	723 - -	2½									
10.	- - -	- -	24,150 - -	282,516 - -	- -	- -	- -	- -	8 63	8 63	
	- - -	- -	3,750 - -	62,916 - -	- -	- -	- -	- -	5 12	5 12	
	- - -	- -	11,609 - -	149,752 - -	- -	- -	- -	- -	14 35	14 35	
	- - -	- -	17,942 - -	248,724 - -	- -	- -	- -	- -	9 11	9 11	
	- - -	- -	50,124 - -	7,876 - -	6 40	- -	6 40	- -	- -	6 40	
15.	8,000 - -	4	607,200 - -	459,466 - -	- -	39 40	39 40	- -	- -	39 40	
	- - -	- -	157,904 - -	304,228 - -	- -	- -	- -	12 60	5 2	17 62	
	22,475 - -	4	425,794 - -	500,706 - -	3 21½	7 0	10 21½	1 33½	13 67	25 42	
	2,500 - -	4½									
	96,641 - -	5									
	8,000 - -	5	25,500 - -	16,000 - -	7 0	- -	7 0	- -	- -	7 0	
	345,938 - -	5	1,412,917 - -	257,160 - -	- -	45 0	45 0	4 48	15 35	65 3	
	2,300 - -	4½									
	47,430 - -	4½									
	1,000 - -	4									
20.	- - -	- -	25,000 - -	440,000 - -	- -	- -	- -	- -	45 77	45 77	
	1,100 - -	4½	604,947 - -	195,053 - -	- -	32 47	32 47	- -	18 54½	51 21½	
	28,274 - -	5									
	14,500 - -	no interest.									
	- - -	- -	292,881 - -	773,119 - -	10 36	- -	10 36	- -	17 24	27 60	
	21,700 - -	5	1,100,558 - -	416,562 - -	- -	29 34½	29 34½	- -	6 54	36 8½	
	302,050 - -	5	1,313,400 - -	314,600 - -	13 33	37 67	51 20	4 57	12 71	68 68	- - By 12 & 13 Vict. c. 55, the Company were empowered to raise any sum not exceeding 75,000L., as subscription to the Shrewsbury and Hereford Railway; they appear to have limited their subscription to 23,468L., the sum stated in the return.
	56,500 - -	4½									
	40,000 - -	4									
25.	- - -	- -	66,333 - -	997,667 - -	- -	- -	- -	- -	50 54	50 54	
	- - -	- -	905,994 - -	3,494,006 - -	- -	18 28	18 28	- -	122 21½	140 49½	- - The capital of the original Canal Companies amounts to 480,064L., and the debt to 730,403L., which is a charge upon the general undertaking of the Railway Company. Those sums are not included in this statement.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1849 :			
	Previous to 31st December 1848.			In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive, any Preferential Dividend or Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.		By Shares.	By Loans.			Amounts.	Interest per Cent. or Dividend.	
		£.	£. s. d.							£.
Sligo and Shannon - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
South Devon - - - - -	2,025,000	558,166 - -	- - - -	- - - -	2,583,166 - -	993,725 - -	484,747	6		
South Eastern - - - - -	6,755,033	2,360,342 - -	- - - -	- - - -	9,115,375 - -	7,471,783 15 6	2,655	4½		
South Staffordshire - - - -	945,000	315,000 - -	- - - -	- - - -	1,260,000 - -	624,561 - -	- - - -	- - - -	- - - -	
South Wales - - - - -	3,477,780	999,999 - -	- - - -	- - - -	4,477,779 - -	2,085,382 - -	- - - -	- - - -	- - - -	
South Yorkshire, Doncaster and Goole -	750,000	250,000 - -	- - - -	- - - -	1,000,000 - -	350,412 - -	- - - -	- - - -	- - - -	
Stirling and Dunfermline - - -	390,000	130,000 - -	- - - -	- - - -	520,000 - -	177,725 - -	- - - -	- - - -	- - - -	
Stockton and Darlington - - - -	200,000	52,000 - -	525,000	- - - -	777,000	200,000 - -	- - - -	- - - -	- - - -	
Stockton and Hartlepool - - - -	180,000	60,000 - -	- - - -	- - - -	240,000 - -	180,000 - -	- - - -	- - - -	- - - -	
Strathguy and Breadalbane - - -	120,000	40,000 - -	- - - -	- - - -	160,000 - -	12,000 - -	- - - -	- - - -	- - - -	
Swansea and Amman Junction - - -	40,000	13,000 - -	- - - -	- - - -	53,000 - -	- - - -	- - - -	- - - -	- - - -	
Swansea Valley - - - - -	220,000	73,333 - -	- - - -	- - - -	293,333 - -	- - - -	- - - -	- - - -	- - - -	
Taff Vale - - - - -	801,000	267,000 - -	- - - -	- - - -	1,068,000 - -	552,353 - -	150,000	5		
Taw Vale Railway and Dock - - -	728,000	242,666 - -	- - - -	- - - -	970,666 - -	161,894 - -	- - - -	- - - -	- - - -	
*Templemore and Nenagh - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
Tenby, Saundersfoot and South Wales -	140,000	46,000 - -	- - - -	- - - -	186,000 - -	10,375 - -	- - - -	- - - -	- - - -	
Thames Haven Dock and Railway - -	450,000	150,000 - -	- - - -	- - - -	600,000 - -	114,903 - -	- - - -	- - - -	- - - -	
Ulster - - - - -	600,000	200,000 - -	- - - -	- - - -	800,000 - -	510,771 - -	- - - -	- - - -	- - - -	
Vale of Neath - - - - -	595,000	198,333 - -	- - - -	- - - -	793,333 - -	180,451 - -	- - - -	- - - -	- - - -	
Waterford and Kilkenny - - - -	370,000	83,000 - -	- - - -	- - - -	453,000 - -	250,000 - -	- - - -	- - - -	- - - -	
Waterford and Limerick - - - -	750,000	250,000 - -	- - - -	- - - -	1,000,000 - -	507,763 - -	- - - -	- - - -	- - - -	
*Waterford, Wexford, Wicklow and Dublin -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
Wear Valley - - - - - (Railway on lease to the Stockton and Darlington Railway Company).	756,672	27,300 - -	- - - -	- - - -	783,972 - -	704,438 - -	- - - -	- - - -	- - - -	
West Cornwall - - - - -	500,000	165,000 - -	- - - -	- - - -	665,000 - -	164,131 - -	- - - -	- - - -	- - - -	
West London - - - - - (Railway on lease to London and North Western and Great Western Railway Companies).	210,000	65,000 - -	- - - -	- - - -	275,000 - -	150,000 - -	64,000 15,200	2½ 5		
Wharfedale - - - - -	420,000	140,000 - -	- - - -	- - - -	560,000 - -	62,286 - -	- - - -	- - - -	- - - -	
Whitehaven and Furness Junction - -	375,000	124,933 - -	- - - -	- - - -	499,933 - -	212,716 - -	- - - -	- - - -	- - - -	
Whitehaven Junction - - - - -	163,000	54,000 - -	- - - -	- - - -	217,000 - -	100,000 - -	25,000	6		

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.			Total Amount which at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of Construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.	
	Amounts.		Interest per Cent.			Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.					
	£.	s.	d.	£.	s.	d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	
	-	-	-	-	-	-	-	-	-	-	13 10	13 10	
	7,500	-	4	1,956,638	-	626,527	43 45	13 29	56 74	-	12 2	68 76	
	64,800	-	4½										
	378,566	-	5										
	27,300	-	6										
	279,000	-	3½	8,680,020	15 8	435,354	-	162 9½	162 9½	61 61	-	223 70½	
	2,000	-	4										
	189,744	-	4½										
	734,838	-	5										
	21,000	-	4½	655,561	-	559,625	-	18 77	18 77	5 22	11 69½	36 08½	
	10,000	-	5										
5.	108,050	-	5	2,193,432	-	2,284,347	-	-	-	94 30	126 10	220 40	-- The Hagloe Extension of the Gloucester and Dean Forest Railway, in length 7 miles 40 chains, having been sold to the South Wales Company, is included in this statement, as also the sum of 100,000 <i>l.</i> , the amount of the shares originally held by the South Wales Company in that undertaking
	-	-	-	350,412	-	649,588	-	7 56	7 56	10 62	8 73	27 31	
	60,000	-	5	238,725	-	281,275	-	-	-	18 48	5 5	23 53½	
	1,000	-	4½										
	433,853	-	5	996,824	-	-	8 71	29 16	38 7	-	-	38 7	-- The Company appear to have exceeded their Parliamentary powers to the amount of 219,824 <i>l.</i> They return, however, as due to them by the Wear Valley Railway Company and others, including balance in hand, 190,495 <i>l.</i>
	500	-	4½										
	274,011	-	4½										
	1,000	-	4½										
	87,460	-	4										
	60,000	-	5	240,000	-	-	-	8 0	8 0	-	-	8 0	
10.	-	-	-	12,000	-	148,000	-	-	-	-	9 3	9 3	
	-	-	-	-	-	53,000	-	-	-	-	6 47½	6 47½	
	-	-	-	-	-	293,333	-	-	-	-	19 50	19 50	
	40,071	-	4	938,638	-	129,362	14 0	17 36	31 36	2 2	12 63	46 21	
	106,383	-	4½										
	89,831	-	5										
	-	-	-	161,894	-	808,772	2 52	-	2 52	6 50	37 48	46 70	
15.	-	-	-	-	-	-	-	-	-	-	20 20	20 20	
	-	-	-	10,375	-	175,625	-	-	-	-	7 20	7 20	
	-	-	-	114,903	-	485,097	-	-	-	1 60	13 60	15 40	
	168,000	-	5	707,771	-	13,383	-	35 50	35 50	-	-	35 50	
	17,750	-	4½										
	11,250	-	4										
	-	-	-	180,451	-	612,882	-	-	-	16 75	15 48	32 43	
20.	83,000	-	5	333,000	-	120,000	10 70	-	10 70	5 52	14 40	31 2	-- The Company may also raise capital for the purchase of the Kilkenny and Great Southern and Western Railway; but they have not included the amount in this statement.
	12,484	-	3½	527,392	-	452,979	3 0	22 0	25 0	24 0	28 0	77 0	
	7,145	-	5										
	-	-	-	-	-	-	-	-	-	-	135 0	135 0	
	19,287	-	5	765,584	-	18,388	30 53	12 41	43 14	-	-	43 14	-- The Company have exercised their option of raising a portion of the capital authorized for the purchase of the Bishop Auckland and Weardale Railway, by debentures.
	22,407	-	4½										
	19,452	-	4										
	36,000	-	5	200,131	-	464,868	17 17	-	17 17	-	26 61½	43 78½	
25.	3,150	-	5	232,350	-	42,650	3 0	-	3 0	-	-	3 0	
	-	-	-	62,286	-	497,714	-	-	-	-	22 15	22 15	
	36,600	-	5	249,316	-	250,618	16 29	-	16 29	14 34	4 53	35 36	
	4,700	-	4½	169,300	-	47,700	11 72	-	11 72	0 10½	0 42½	12 45	
	26,300	-	4½										
	13,300	-	5										

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1849 :			
	Previous to 31st December 1848.		In 1849.		Total Capital and Loans authorized previous to 31st December 1849.	Not receiving, nor entitled to receive any Preferential Dividend or Interest.		Receiving or entitled to receive, Preferential Dividend or Interest.	
	By Shares.	By Loans.	By Shares.	By Loans.				Amounts.	Interest per Cent. or Dividend.
	£.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£. s. d.	£.	£.
Wilts, Somerset and Weymouth - -	1,740,000	580,000 - -	- -	- -	2,320,000 - -	1,198,585 - -	- -	- -	- -
Windsor, Staines and South Western - (Richmond to Windsor).	500,000	166,600 - -	80,000	26,666	773,266 - -	402,618 - -	- -	- -	- -
Windsor, Staines and South Western (Staines to Wokingham).	300,000	100,000 - -	- -	- -	400,000 - -	241,571 - -	- -	- -	- -
*Wishaw and Coltness - - - -	- -	- - - -	- -	- -	- - - -	- - - -	- -	- -	- -
Wycombe - - - - -	150,000	50,000 - -	- -	- -	200,000 - -	9,732 - -	- -	- -	- -
York and North Midland - - -	5,791,250	1,930,416 - -	- -	- -	7,721,666 - -	2,990,146 - -	569,970 32,569	6 5	5
York, Newcastle and Berwick - - -	9,750,000	2,186,550 - -	- -	- -	11,936,550 - -	6,263,166 - -	- -	- -	- -
TOTAL - - - £.	260,013,623	74,370,311 - -	3,717,800	1,745,731	339,847,465 - -	149,810,592 16 7	19,852,506 10s.	- -	- -
<p>The following is an Estimate for the under-mentioned Companies, marked *, from whom no Returns have been received. The length of Railway which each of these Companies is authorized to make has been taken generally from the deposited Plans and Acts, and has been inserted in the body of the Return :</p>									
Colchester, Stour Valley, Sudbury and Halstead - - - - -	14,408,096	4,809,554 - -	-	-	19,217,650 - -	8,749,526 - -	-	-	-
Cork and Waterford - - - - -									
Dublin, Belfast and Coleraine Junction - - - - -									
Dundee and Newtyle - - - - -									
Eastern Counties - - - - -									
Glasgow, Barrhead and Neilston Direct - - - - -									
Glasgow, Kilmarnock and Ardrossan - - - - -									
Herne Bay and Canterbury Junction - - - - -									
Kendal and Windermere - - - - -									
Kilkenny and Great Southern and Western - - - - -									
Kilmarnock and Troon - - - - -									
Llynvi Valley - - - - -									
Manchester and Birmingham and North Staffordshire Junction - - - - -									
North Wales - - - - -									
Templemore and Nenagh - - - - -									
Waterford, Wexford, Wicklow and Dublin - - - - -									
Wishaw and Coltness - - - - -									
TOTAL - - - £.	274,421,719	79,179,865 - -	3,717,800	1,745,731	359,065,115 - -	158,560,118 16 7	19,852,506 10s.	- -	- -

	BY SHARES.		BY LOANS.		TOTAL.	
	£.	s. d.	£.	s. d.	£.	s. d.
Total Amount raised to the end of 1849 -	178,412,625	6 7	51,335,154	9 1	229,747,779	15 8
Total Amount raised to the end of 1848 -	156,506,578	6 11	43,664,480	13 1	200,173,059	- -
Amount raised during the Year 1849 -	21,904,046	19 8	7,670,673	16 -	29,574,720	15 8

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st December 1849.			Interest per Cent.	Total Amount which at the End of 1849, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1849, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway Open for Traffic on the 31st December 1849.			Length of Line in course of construction on the 31st December 1849.	Length of Line authorized, but which was not commenced on the 31st December 1849.	Total Length of Railway for which the Company had obtained Powers previous to 31st December 1849.	REMARKS.		
	Amounts.						Length Open as Single Line.	Length Open as Double Line.	Total Length of Railway Open for Traffic.						
	£.	s.	d.		£.	s.	d.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.		
5.	32,000	-	-	5	1,230,585	-	-	-	13 0	13 0	6 39	120 49	140 8	-- 1,000,000 L. of the capital, and 333,333 L. of the loan, included in this statement, have been authorized for the purchase of the Hull and Selby Railway, which is at present on lease to the York and North Midland Company: the length of that Railway has been included in the mileage.	
	-	-	-	-	402,618	-	-	23 29	-	-	-	23 29	23 29		
	-	-	-	-	241,571	-	-	-	-	-	-	16 25	16 25		
	-	-	-	-	-	-	-	-	-	-	-	11 59	24 59		
	-	-	-	-	9,732	-	-	-	-	-	-	9 54	9 54		
	140,230	-	-	4	5,014,938	-	-	16 00	244 40	260 40	3 20	60 41	324 21		
	56,500	-	-	4½					including 61 miles of the Hull and Selby Railway.						
	72,000	-	-	4½											
	1,153,523	-	-	5											
		181,829	-	-	4	7,284,795	-	-	4 17	215 12	219 29	2 60	94 26		316 35
	24,150	-	-	4½											
	151,559	-	-	4½											
	664,091	-	-	5											
	50,266,979	9	1	-	219,930,078	15	8	119,237,754	2 11	997 69½	5,033 60	6,031 49½	1,160 21½	4,817 66½	12,009 57½
	1,068,175	-	-	-	9,817,701	-	-	9,399,949	-	†	†	†	†	†	†
	51,335,154	9	1	-	229,747,779	15	8	128,637,703	2 11	997 69½	5,033 60	6,031 49½	1,160 21½	4,817 66½	12,009 57½

† The mileage is inserted in the body of the Return opposite the name of each Company.

RETURN of the AMALGAMATION of RAILWAY COMPANIES which has been effected, either by Purchase, Lease or otherwise, during 1849, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected. (In compliance with an Order of the House of Commons, of the 25th April 1850.)

Transfer to which it has been subject.											
N A M E. OF RAILWAY COMPANY.	Act under which the Amalgamation, Purchase or Lease has been effected.	Length in Miles.	Company from which it has been Transferred.	By Amalgamation.		By Purchase.		By Lease.		REMARKS.	
				Companies Amalgamated.	Date of Amalgama- tion.	Company Purchasing.	Date of Purchase.	Company taking Lease.	Date of Commence- ment of Lease.		Date of Expiration of Lease.
Drumpeller - - -	- - 6 & 7 Vict., c. 63.	M. c. 1 66½	Drumpeller - -	- - - -	- - - -	- - Forth and Clyde Navigation.	11 Nov. 1849	- -	- -	- -	
East Lincolnshire - -	- - 10 & 11 Vict., c. 114.	48 00	East Lincolnshire -	- - - -	- - - -	- - - -	- - - -	Great Northern -	1 Oct. 1848	999 years.	
Edinburgh and Bathgate -	- - 9 & 10 Vict., c. 332.	23 30	- - Edinburgh and Bathgate.	- - - -	- - - -	- - - -	- - - -	- - Edinburgh and Glasgow.	12 Nov. 1849	12 Nov. 2848	
Edinburgh and Glasgow Union Canal.	- - 12 & 13 Vict., c. 39.	- - -	- - Edinburgh and Glasgow Union Canal.	- - - -	26 June -	- - - -	- - - -	- - - -	- - - -	- -	
Glasgow Southern Terminal -	- - 10 & 11 Vict., c. 95, and 12 & 13 Vict., c. 90.	1 25	- - Glasgow Southern Terminal.	- - - -	- - - -	- - Glasgow, Barrhead and Neilston Direct.	1 Aug. 1849	- -	- -	- -	
Lancaster and Preston Junction.	- - 12 & 13 Vict., c. 87.	- - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- -	
Wilstontown, Morninguid and Coltness.	- - 13 & 13 Vict., c. 72.	16 single	- - Wilstontown, Mor- ninguide and Coltness.	- - - -	- - 28 July 1849.	- - - -	- - - -	- - - -	- - - -	- -	
										- - The Edinburgh and Glas- gow Railway Company agree to maintain the Canal and Works, and to pay for the same the sum of 114,000 £, or to create stock to that amount, and also to take upon themselves the Canal Company's debt, amounting to 95,000 £. Length of Canal, 32 miles.	
										- - The management of the Lancaster and Preston Junc- tion Railway, under the provi- sions of the Act, is vested in perpetuity in the Lancaster and Carlisle Railway Com- pany.	
										- - The Edinburgh and Glas- gow Railway Company guaran- tee 8 per cent. on 140,000 £., and 5 per cent. on 35,000 £., with power to purchase the shares forming such 140,000 £ at the rate of 75 £ for each 50 £ share, and the shares forming such 35,000 £ at par.	

Office of Commissioners of Railways,
Whitehall, 1 April 1851.

Duncan MacGregor,
Registrar.

RAILWAYS.

RETURN, showing for each RAILWAY COMPANY the Amount of CAPITAL and LOANS which the Company has been authorized to raise by Acts passed previous to and in 1849; the Amount of SHARE CAPITAL actually paid upon the 31st day of December 1849, &c. &c.; And, of the AMALGAMATION of RAILWAY COMPANIES effected during 1849.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
7 April 1851.

187.

Under 3 oz.

RAILWAYS.

RETURN to an Address of the Honourable The House of Commons,
dated 24 February 1851;—for,

“RETURNS showing for each RAILWAY COMPANY the Amount of CAPITAL and LOAN which the Company has been authorized to raise by Acts passed previous to and in 1850, the AMOUNT of SHARE CAPITAL actually Paid up on the 31st day of December 1850, separating that which does not receive, or is not entitled to receive, any Preferential Dividend or Interest from that which bears a Preferential Dividend or Rate of Interest, and stating the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend it is entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of December 1850, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the TOTAL AMOUNT the Company retained Powers at the End of 1850 to raise, either on existing SHARES, or by creating new SHARES, or by LOANS; the Length of Line Open for Traffic on the 31st day of December 1850, distinguishing Single and Double Portions; the Length of Line in course of Construction at the End of 1850; the Length of Line each Company is authorized to construct, but which was not commenced on the 31st day of December 1850; and, consequently, the Total Length for which each Company has obtained Powers:

“Of the AMALGAMATION of RAILWAY COMPANIES which have been effected, either by Purchase, Lease or otherwise, during 1850, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected:

“And, from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction have been allowed to expire without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines.”

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
1 August 1851.

RETURNS showing for each RAILWAY COMPANY the Amount of CAPITAL and LOANS which the Company has been authorized to raise that which does not receive, or is not entitled to receive, any Preferential Dividend or Interest from that which bears a Preferential it is entitled to receive, the Amount due on DEBENTURES, LOAN NOTES, or any other Interest-bearing Securities, on the 31st day of AMOUNT the Company retained Powers at the End of 1850 to raise, either on existing SHARES, or by creating new SHARES, or by LOANS; in course of Construction at the End of 1850; the Length of Line each Company is authorized to construct, but which was not com-

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.					
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p Cent. or Dividend.			
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.					
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.		
Aberdare:—(Railway on Lease to the Taff Vale Railway Company.)	50,000	- -	16,600	- -	- -	- -	66,600	- -	50,000	- -	- -	- -
Aberdeen - - - - -	1,109,666	13 4	369,888	17 10	150,000	50,000	1,679,555	11 2	804,955	4 -	274,177	11 8 6
Airdrie and Bathgate Junction -	300,000	- -	100,000	- -	- -	- -	400,000	- -	30,000	- -	- -	- -
Alford Valley - - - - -	100,000	- -	33,333	6 8	- -	- -	133,333	6 8	4,344	- -	- -	- -
Ambergate, Nottingham, and Boston and Eastern Junction.	1,932,000	- -	643,666	- -	- -	- -	2,575,666	- -	551,432	15 -	- -	- -
Arbroath and Forfar:—(Railway on Lease in perpetuity to the Aberdeen Railway Company).	210,000	- -	56,666	- -	- -	- -	266,666	- -	155,508	5 -	40,000	- - 5
Ardrossan - - - - -	80,000	- -	26,666	13 4	- -	- -	106,666	13 4	61,350	- -	- -	- -
Ashburton, Newton and South Devon	130,000	- -	43,333	- -	- -	- -	173,333	- -	10,527	10 -	- -	- -
Ayrshire and Galloway (Smithstown and Dalmellington).	100,050	- -	33,000	- -	- -	- -	133,050	- -	50,287	10 -	- -	- -
Ayrshire, Bridge of Weir and Port Glasgow Junction.	125,000	- -	41,600	- -	- -	- -	166,600	- -	24,825	- -	- -	- - 16.
Bedford:—(Railway on Lease in per- petuity to the London and North Western Railway Company).	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Belfast and Ballymena - - -	385,000	- -	128,333	- -	- -	- -	513,333	- -	363,685	- -	- -	- -
Belfast and County Down - -	500,000	- -	166,666	- -	- -	- -	666,666	- -	179,043	15 -	- -	- -
Birkenhead, Lancashire and Cheshire Junction.	2,550,000	- -	600,000	- -	- -	- -	3,150,000	- -	1,752,342	4 2	- -	- -
Birmingham and Oxford Junction -	1,000,000	- -	333,330	- -	- -	- -	1,333,330	- -	- -	- -	998,555	- - 5 18.
Birmingham, Wolverhampton and Dudley.	760,000	- -	253,326	- -	- -	- -	1,013,326	- -	- -	- -	405,317	- - 5
Birmingham, Wolverhampton and Stour Valley:—(Railway on lease to the London and North Western Railway Company).	1,110,000	- -	370,000	- -	- -	- -	1,480,000	- -	- -	- -	760,350	- - 1 of the dividend of the London and North Western.
Bodmin and Wadebridge - -	22,500	- -	13,000	- -	- -	- -	35,500	- -	26,994	13 7	- -	- -
Bolton, Blackburn, Clitheroe and West Yorkshire.	1,000,000	- -	333,000	- -	- -	- -	1,333,000	- -	494,795	8 10	209,305	- - 6
Boston, Stamford and Birmingham -	532,000	- -	177,266	6 8	- -	- -	709,266	6 8	83,625	10 -	- -	- - 20.
Bridgewater and Taunton Canal, and Stolford Railway and Harbour.	50,000	- -	57,000	- -	- -	- -	107,000	- -	- -	- -	- -	- -
Bristol and Exeter - - - -	2,905,000	- -	1,392,600	- -	- -	- -	4,297,600	- -	1,853,563	16 6	- -	- -
Bristol and South Wales Junction -	280,000	- -	93,333	- -	- -	- -	373,333	- -	36,626	- -	- -	- -
Buckinghamshire - - - -	1,245,000	- -	414,000	- -	- -	- -	1,659,000	- -	299,773	- -	686,388	14 - 4
Caledonian - - - - -	5,761,000	- -	1,844,700	- -	- -	- -	7,605,700	- -	2,441,713	5 11	449,400	- - 6 25.
									697,850	- -	- -	7
Caledonian and Dumbartonshire Junction.	650,000	- -	216,600	- -	- -	- -	866,600	- -	147,322	17 7	- -	- -

by Acts passed previous to and in 1850, the AMOUNT of SHARE CAPITAL actually Paid up on the 31st day of December 1850, separating Dividend or Rate of Interest, and stating the Amount of each Class of such Preferential Capital, with the Rate of Interest or Dividend December 1850, the RATES of INTEREST payable thereon, and the Sums to which such RATES of INTEREST are applicable; the TOTAL the Length of Line Open for Traffic on the 31st day of December 1850, distinguishing Single and Double Portions; the Length of Line commenced on the 31st day of December 1850; and, consequently, the Total Length for which each Company has obtained Powers.

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Interest p' Cent.	Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.										
	Amounts.						Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.														
	£.	s.	d.		£.	s.	d.	M.	c.	M.	c.	M.	c.										
	16,600	-	-	4½	66,600	-	-	7	74	-	-	7	74										
	15,850	-	-	4½	1,444,820	18	10	234,664	12	4	6	69	50	59	57	48	-	-	0	52	58	20	
	323,794	7	-	5																			
	10,013	16	2	6																			
	16,100	-	-	7																			
	-	-	-	-	30,000	-	-	370,000	-	-	-	-	-	-	-	-	-	20	0	20	0		
	-	-	-	-	4,344	-	-	128,989	6	8	-	-	-	-	-	-	-	15	77	15	77		
5.	-	-	-	-	551,432	15	-	2,024,233	5	-	-	-	19	60	19	60	-	-	69	60	89	40	
	13,500	-	-	5	228,208	5	-	38,457	15	-	-	-	15	20	15	20	-	-	-	-	15	20	
	19,200	-	-	4																			
	39,600	-	-	4	100,950	-	-	5,716	13	4	6	0	6	0	12	0	-	-	-	-	12	0	
	-	-	-	-	10,527	10	-	162,805	10	-	-	-	-	-	-	-	-	10	31	10	31		
	-	-	-	-	50,287	10	-	82,762	10	-	-	-	-	-	-	-	2	60	3	60	6	40	
10.	-	-	-	-	24,825	-	-	141,775	-	-	-	-	-	-	-	-	-	6	30	6	30		
	-	-	-	-	-	-	-	-	-	-	-	-	16	40	16	40	-	-	-	-	16	40	
	1,000	-	-	6	490,211	-	-	23,122	-	-	37	74	-	-	37	74	-	-	-	-	37	74	
	56,700	-	-	5																			
	68,826	-	-	4½																			
	-	-	-	-	179,043	15	-	487,622	5	-	16	63	-	-	16	63	-	-	28	49	45	32	
	99,353	6	8	5	1,889,495	10	10	1,260,504	9	2	0	22	32	48½	32	70½	-	-	29	43	62	33½	
	17,800	-	-	4½																			
	20,000	-	-	4																			
15.	106,900	-	-	5	1,105,455	-	-	227,875	-	-	-	-	-	-	-	-	29	31	11	4	40	35	
	-	-	-	-	405,317	-	-	608,009	-	-	-	-	-	-	-	-	11	29	0	51	12	0	
	-	-	-	-	760,350	-	-	719,650	-	-	-	-	-	-	-	-	14	38	3	1	17	39	
	7,200	-	-	4	34,194	13	7	1,305	6	5	14	56	-	-	14	56	-	-	-	-	14	56	
	286,307	2	5	5	990,407	11	3	342,592	8	9	12	50	13	35	26	5	-	-	19	31	45	36	
20.	-	-	-	-	83,625	10	-	625,640	16	8	-	-	-	-	-	-	-	20	9	29	9		
	-	-	-	-	-	-	-	107,000	-	-	-	-	-	-	-	-	-	10	56	10	56		
	728,924	13	4	5	2,980,748	9	10	1,316,851	10	2	10	40	75	40	86	0	20	40	51	20	157	60	
	152,850	-	-	4½																			
	245,410	-	-	4																			
	-	-	-	-	36,626	-	-	336,707	-	-	-	-	-	-	-	-	-	14	73	14	73		
	128,000	-	-	5	1,114,161	14	-	544,838	6	-	39	46	9	60	49	26	3	46	11	78	64	70	
25.	1,223,832	18	7	5	4,876,996	4	6	2,728,703	15	6	-	-	152	59	152	59	1	40	89	50	243	69	
	63,800	-	-	4½																			
	400	-	-	4																			
	-	-	-	-	147,322	17	7	719,277	2	5	-	-	8	3	8	3	-	-	26	31	34	34	

RAILWAYS :—RETURNS RELATING TO CAPITAL AND LOANS ;

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1850.				
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.		Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p Cent. or Dividend.
	By Shares.	By Loans.	By Shares.	By Loans.						
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Cameron's Coalbrook Steam Coal, Swansea and Loughor.	24,000 --	8,000 --	- -	- -	32,000 --	- -	- -	- -	- -	-
Canterbury and Whitstable :—(Rail- way on Lease to the South Eastern Railway Company).	31,000 --	80,000 --	- -	- -	111,000 --	- -	58,350 --	- -	- -	-
Chard - - - -	317,000 --	106,000 --	- -	- -	423,000 --	- -	56,459 --	- -	39,680 --	5
Cheltenham and Oxford - -	1,000,000 --	333,000 --	- -	- -	1,333,000 --	- -	77,400 --	- -	- -	-
Chester and Holyhead - - -	3,255,000 --	1,084,332 --	- -	- -	4,339,332 --	- -	2,062,637 10 -	- -	629,635 --	5½
Clarence :—(Railway on Lease to the Stockton and Hartlepool Railway Company).	543,856 --	55,789 --	- -	- -	599,645 --	- -	300,000 --	- -	108,460 -- 100,920 -- 34,480 --	6 5 4
Cockermouth and Workington -	107,500 --	35,832 --	- -	- -	143,332 --	- -	75,220 --	- -	2,380 --	5
Cockermouth and Workington Ex- tension.	200,000 --	60,000 --	- -	- -	260,000 --	- -	- -	- -	- -	-
Colchester, Stour Valley, Sudbury and Halstead.	675,000 --	224,000 --	- -	- -	899,000 --	- -	180,479 --	- -	- -	-
Cork and Bandon - - - -	240,000 --	80,000 --	- -	- -	320,000 --	- -	144,187 5 -	- -	- -	10
Cork and Waterford - - - -	1,500,000 --	500,000 --	- -	- -	2,000,000 --	- -	- -	- -	- -	-
Cork, Blackrock and Passage -	170,000 --	56,663 --	- -	- -	226,663 --	- -	93,704 5 -	- -	- -	-
Cornwall - - - - -	1,700,000 --	566,666 --	- -	- -	2,266,666 --	- -	190,342 --	- -	- -	-
Coventry, Nuneaton, Birmingham and Leicester :—(The capital is included in the return of the London and North Western Com- pany).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-
Decade - - - - -	220,000 --	73,336 6 8	- -	- -	293,336 6 8	- -	21,575 --	- -	- -	15
Delabole and Rock - - - -	15,000 --	5,000 --	- -	- -	20,000 --	- -	3,595 --	- -	- -	-
Derbyshire, Staffordshire and Wor- cestershire Junction.	400,000 --	133,300 --	- -	- -	533,300 --	- -	43,791 8 11	- -	- -	-
Direct London and Portsmouth -	1,510,000 --	500,000 --	- -	- -	2,010,000 --	- -	134,175 5 -	- -	- -	-
Dowlais Iron Company - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-
Dublin and Belfast Junction -	950,000 --	316,666 --	- -	- -	1,266,666 --	- -	680,070 --	- -	- -	20
Dublin and Drogheda - - -	953,000 --	317,666 --	- -	- -	1,270,666 --	- -	526,061 --	- -	- -	-
Dublin and Kingstown - - -	500,000 --	170,000 --	- -	- -	670,000 --	- -	260,000 --	- -	- -	-

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.
	Amounts.		Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
	£.	s.	d.	£.	s.	d.	M. c.	M. c.	M. c.	M. c.	M. c.	
	-	-	-	-	-	-	-	-	-	4 40	4 40	-- The statement is taken from the Company's Return to the Order of 25th April 1850.
	39,970	-	-	5	98,320	-	-	12,680	-	-	5 78	
	51,323	7	1	5	189,658	12	8	233,341	7	4	-	
	42,196	5	7	6								
	-	-	-	-	77,400	-	-	1,255,600	-	-	-	
5.	972,032	-	-	4½	3,776,604	10	-	562,727	10	-	-	
	112,300	-	-	5				-	-	84 36	84 36	
	26,513	-	-	4	570,373	-	-	29,272	-	-	-	
	due to the Commissioners of Public Works.							-	-	37 0	37 0	
	21,866	-	-	4½	103,866	-	-	39,466	-	-	8 40	
	4,400	-	-	4				-	-	-	-	
	-	-	-	-	-	-	-	260,000	-	-	-	
	30,800	-	-	5	211,279	-	-	687,721	-	-	13 17	
								-	-	-	-	
								-	-	13 17	0 21	
										30 48	44 6	-- The sums stated in this Return have been taken from the Statement of the Company's affairs to 30th June 1850, submitted to a meeting of the Company on 6th November 1850.
10.	2,000	-	-	4	209,437	5	-	110,562	15	-	9 60	
	24,950	-	-	5				-	-	-	-	
	38,300	-	-	5½				2,000,000	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	
	15,200	-	-	5	108,904	5	-	117,758	15	-	6 23½	
	-	-	-	-	190,342	-	-	2,076,324	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	73 55	73 55	
	-	-	-	-	-	-	-	-	-	15 11½	15 11½	
15.	-	-	-	-	21,575	-	-	271,761	6	8	-	
	-	-	-	-	3,595	-	-	16,405	-	-	-	
	-	-	-	-	43,791	8	11	489,508	11	1	-	
	-	-	-	-	134,175	5	-	1,875,824	15	-	-	
	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	1 58	-	
20.	55,600	-	-	5	735,670	-	-	530,996	-	-	23 63	
	130,671	-	-	5	907,265	-	-	363,401	-	-	-	
	46,000	-	-	4				17 17	35 21	52 38	-	
	183,433	-	-	4				-	-	-	-	
	19,800	-	-	4½				-	-	-	-	
	300	-	-	5½				-	-	-	-	
	1,000	-	-	6				-	-	-	-	
	70,000	-	-	4	387,604	-	-	340,000	-	-	1 53	
	*57,604	-	-	4				6 7	7 60	-	-	
								-	-	-	-	-- *This sum has been borrowed of the Commissioners of Public Works in Ireland, under 1 & 2 Will. 4, c. 60, the raising of which Loan is not considered by the Company as an exercise of their ordinary borrowing powers.
								-	-	-	7 60	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:					Amount of the Share Capital of the Company actually paid up on the 31st December 1850.				
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.		Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p Cent. or Dividend.
	By Shares.	By Loans.	By Shares.	By Loans.						
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Dublin, Belfast and Coleraine Junction.	642,400 --	214,133 --	- - -	- - -	856,533 --	32,120 --	- - -	- - -	- - -	-
Dublin, Dundrum and Rathfarnham	200,000 --	66,000 --	- - -	- - -	266,000 --	36,622 --	- - -	- - -	- - -	-
Dundalk and Enniskillen - -	406,800 --	135,600 --	- - -	- - -	542,400 --	207,725 --	- - -	11,697 --	- - -	4
Dundee and Arbroath:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction Company).	266,700 --	88,900 --	- - -	- - -	355,600 --	205,781 6 8	- - -	- - -	- - -	-
Dundee and Newtyle:—(Railway on Lease to the Dundee and Perth and Aberdeen Railway Junction Company).	140,000 --	- - -	- - -	- - -	140,000 --	83,420 --	- - -	- - -	- - -	5.
Dundee and Perth and Aberdeen Railway Junction.	500,000 --	166,599 --	150,000	50,000	666,599 --	352,751 5 -	- - -	83,269 5 -	- - -	-
East and West India Docks and Bir- mingham Junction.	600,000 --	200,000 --	50,000	16,666	866,666 --	581,645 --	- - -	- - -	- - -	-
East and West Yorkshire Junction -	200,000 --	66,600 --	- - -	- - -	266,600 --	181,970 --	- - -	28,110 --	- - -	6
East Anglian - - - -	1,086,000 --	345,200 --	- - -	- - -	1,381,200 --	764,175 --	- - -	119,889 --	- - -	6
								70,111 --	- - -	7
								23,618 --	- - -	7
Eastern Counties - - - -	9,874,700 --	3,291,566 --	- - -	- - -	13,166,266 --	5,845,051 15 2	- - -	957,197 6 8	- - -	5
								960,470 --	- - -	5
								4,818 10 -	- - -	5
								617,962 10 -	- - -	6
Eastern Union - - - -	2,060,000 --	686,666 --	- - -	- - -	2,746,666 --	1,081,444 5 2	- - -	300,000 --	- - -	6
								47,992 --	- - -	10
								5,200 --	- - -	6
East Lancashire - - - -	2,611,000 --	829,300 --	- - -	- - -	3,440,300 --	2,218,571 10 -	- - -	204,962 10 -	- - -	6
								15,848 --	- - -	5
								*264,393 15 -	- - -	6
East Lincolnshire:—(Railway on Lease to the Great Northern Rail- way Company).	600,000 --	200,000 --	- - -	- - -	800,000 --	- - -	- - -	600,000 --	- - -	6
Edinburgh and Bathgate - - -	250,000 --	83,000 --	- - -	- - -	333,000 --	148,600 --	- - -	- - -	- - -	-
Edinburgh and Glasgow - - -	2,692,475 --	903,416 --	- - -	- - -	3,595,891 --	2,208,954 10 -	- - -	134,515 12 -	- - -	5
								140,000 --	- - -	8
								35,000 --	- - -	5
Edinburgh, Perth and Dundee -	2,500,260 --	833,352 --	- - -	- - -	3,333,612 --	1,277,255 2 6	- - -	97,720 --	- - -	5
								465,848 15 -	- - -	5½

	Total Debt of the Company, divided according to the Rate of Interest payable thereon on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.	
	Amounts.	Interest p'Cent.				Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.					
	£.	s.	d.	£.	s.	d.	M.	c.	M.	c.	M.	c.	
	-	-	-	32,120	-	-	-	-	-	-	88	70	
	-	-	-	36,622	-	-	-	-	-	3	15	2	56
	29,500	-	-	248,922	-	-	19	71	-	-	20	60	40 51 -- By 13 & 14 Vict. c. 76, the capital of the Company was reduced from 450,000 £. to 406,800 £., and the loan from 150,000 £. to 135,600 £.
	48,515	-	-	254,298	6	8	-	-	17	0	0	27½	18 57
5.	23,000	-	-	106,420	-	-	-	-	10	20	-	-	10 20 -- The sums raised on shares and loans have been taken from a Return made to the House of Lords, dated 14th Dec. 1847.
	9,000	-	-	610,120	10	-	-	-	20	73	-	-	23 15
	31,900	-	-				-	-	20	73	-	-	
	133,200	-	-				-	-	7	9	2	12	9 41
	188,000	-	-	769,645	-	-	-	-	7	9	0	20	
	26,645	-	-	236,725	-	-	-	-	14	12	1	0	15 12
	279,250	-	-	1,257,043	-	-	48	44	18	26	16	14	83 4
10.	118,600	-	-	9,541,978	15	10	3	6½	183	34	5	40	248 0½
	124,500	-	-										
	457,100	-	-										
	456,278	14	-										
	4,550	-	-	1,958,510	5	2	9	54	72	25	10	59	104 48
	20,656	-	-										
	442,068	-	-										
	56,600	-	-										
	500	-	-	3,390,601	4	10	5	34	72	3½	5	32	88 31½ -- * This sum has been capitalized for the purpose of paying off the debt of the Company, and 84,130 £. has been so applied during the year 1850: the remainder will continue to be paid in like manner, as the debentures become due; and the excess of capital and loan in this statement to the extent of 180,263 £. 15 s., will disappear.
	139,573	18	4										
	239,590	-	-										
	307,161	11	6										
	23,900	-	-	623,900	-	-	-	-	47	10	-	-	47 10
	62,000	-	-	210,600	-	-	2	44½	9	0½	11	74	23 39½
15.	2,100	-	-	3,229,848	2	-	22	26½	58	10	20	2½	100 39
	4,750	-	-										
	2,200	-	-										
	359,072	-	-										
	59,656	-	-										
	288,600	-	-										
	694,005	13	4	2,651,751	16	11	2	46½	69	39	18	25½	90 31½
	7,000	-	-										
	80,850	-	-										
	3,100	-	-										
	13,685	-	-										
	12,287	6	1										

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.					
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.					
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest p'Cent. or Dividend.				
£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.					
Exeter and Crediton - - -	70,000 --	23,333 --	20,000	6,666	119,999 --	93,333 --	- - -	-				
Exeter and Exmouth - - -	160,000 --	53,000 --	- - -	- - -	213,000 --	16,800 --	- - -	-				
Exeter, Yeovil and Dorchester -	1,400,000 --	466,000 --	- - -	- - -	1,866,000 --	147,000 --	- - -	-				
Fleetwood, Preston and West Riding Junction.	270,000 --	90,000 --	- - -	- - -	360,000 --	146,908 3 6	- - -	-				
Forth and Clyde Navigation:— (Owners of the Drumpeller Rail- way).	26,000 --	8,666 13 4	- - -	- - -	34,666 13 4	14,420 --	- - -	-	5.			
Furness - - - - -	275,000 --	91,933 --	- - -	- - -	366,933 --	175,000 --	26,365 --	-	5			
General Terminus and Glasgow Har- bour.	250,000 --	83,332 --	- - -	- - -	333,332 --	56,950 12 10	- - -	-				
Glasgow, Airdrie and Monklands Junction.	500,000 --	166,300 --	- - -	- - -	666,300 --	48,196 5 -	- - -	-				
Glasgow and South Western (for- merly the Glasgow, Paisley, Kil- marnock and Ayr, and Glasgow, Dumfries and Carlisle Railway Companies, amalgamated in 1850, under the Provisions of the Act 10 & 11 Vic. c. 183).	5,499,833 --	1,820,666 13 4	- - -	- - -	7,320,499 13 4	2,312,817 10 -	156,250 - -	-	5			
							250,000 - -	-	6			
							430,925 16 8	-	5			
Glasgow, Barrhead and Neilston Direct.	225,000 --	75,000 --	- - -	- - -	300,000 --	- - -	143,614 15 6	6	10.			
							42,287 10 -	5				
Glasgow, Kilmarnock and Ardrossan	838,000 --	279,333 --	- - -	- - -	1,117,333 --	112,250 - -	- - -	-				
Glasgow, Paisley and Greenock -	735,000 --	244,998 --	- - -	- - -	979,998 --	489,760 1 1	141,030 7 -	6				
Glasgow, Strathaven and Leama- hagow Direct.	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-				
Gloucester and Dean Forest - -	254,000 --	83,533 --	- - -	- - -	337,533 --	169,107 9 11	- - -	-				
Great Northern - - - -	6,453,000 --	2,161,466 --	- - -	- - -	8,644,466 --	4,800,264 10 -	1,289,635 18 11	5	15.			
Great North of England (under Agreement of Sale to the York, Newcastle and Berwick Railway Company).	1,450,000 --	480,000 --	- - -	- - -	1,930,000 --	- - -	1,418,932 10 -	10				
Great North of England, Clarence and Hartlepool Junction:—(Railway on Lease to the York, Newcastle and Berwick Railway Company).	74,900 --	24,500 --	- - -	- - -	99,400 --	42,075 - -	13,725 - -	5				
Great North of Scotland - - -	1,500,000 --	500,000 --	- - -	- - -	2,000,000 --	69,215 - -	- - -	-				
						Parliamentary de- posit.						
Great North of Scotland (Eastern Extension).	400,000 --	133,333 6 8	- - -	- - -	533,333 6 8	7,105 - -	- - -	-				
Great Southern and Western - -	3,315,000 --	1,107,960 --	- - -	- - -	4,422,960 --	2,478,172 10 -	125,000 - -	6	20.			
							61,868 17 6	5				

	Total Debt of the Company, divided according to the Rate of Interest payable thereon on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.						
	Amounts.		Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.										
	£.	s.	d.	£.	s.	d.	M.	c.	M.	c.	M.	c.						
5.	-	-	-	93,333	-	-	-	-	-	-	6	0	-- The loan raised appears to be in excess of the Parliamentary powers.					
	-	-	-	16,800	-	-	-	-	-	-	10	37						
	-	-	-	147,000	-	-	-	-	-	-	69	27½						
	-	-	-	146,908	3	6	-	-	-	-	1	0						
	4,000	-	-	18,420	-	-	0	69	-	-	0	77½						
	58,600	-	-	259,965	-	-	13	40	4	0	17	40	23	0				
	159,226	17	11	216,177	10	9	-	-	0	75½	0	75½	3	15				
	-	-	-	48,196	5	-	-	-	-	-	17	3	17	3				
	406,734	5	-	3,865,923	11	8	23	21	152	2	175	23	331	21				
	166,912	-	-															
	9,650	-	-															
	108,048	-	-															
	23,786	-	-															
	800	-	-															
10.	1,100	-	-	260,902	5	6	1	33	7	0	8	33	1	74	10	27		
	73,900	-	-															
	-	-	-	112,250	-	-	2	22	-	-	2	22	33	25	35	47		
	1,000	-	-	842,456	8	1	-	-	15	48	15	48	2	30½	17	78½		
	55,246	-	-															
	155,420	-	-															
	-	-	-	-	-	-	-	-	-	-	15	23	15	23		-- The following is an extract from a letter addressed on the 11th March 1851 to the Commissioners of Railways by the late Secretary of the Company: "The Company is extinct; they never proceeded to make the Line; and, after paying the expenses of their Act, &c., the funds were repaid to the Shareholders. "Francis Maxwell."		
	-	-	-	169,107	9	11	-	-	-	-	8	0	2	27	10	27		
15.	1,416,690	-	-	7,786,022	8	11	-	-	176	47½	176	47½	59	41½	111	7½	347	16½
	269,682	-	-															
	9,750	-	-															
	131,489	-	-	1,597,646	10	-	-	-	54	60	54	60	-	-	-	-	54	60
	700	-	-															
	1,300	-	-															
	37,125	-	-															
	2,000	-	-															
	6,100	-	-															
	24,500	-	-	80,300	-	-	2	40	6	28	8	68	-	-	-	-	8	68
	-	-	-	69,215	-	-	-	-	-	-	-	-	137	60	137	60		-- The Company state that in addition they are indebted to their bankers, 22,398 l. 16 s. 2 d. on security, bearing interest at 4½ per cent.
	-	-	-	7,105	-	-	-	-	-	-	-	-	47	45½	47	45½		-- The sum of 7,105 l. is the balance retained out of the Parliamentary Deposit, after the return of 4 l. per share to the several Shareholders.
20.	866,484	8	2	3,531,525	15	8	-	-	188	40	188	40	1	0	70	30	259	70

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.					
	Previous to 31st December 1849.				In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive Preferential Dividend or Interest		Interest p' Cent. or Dividend.	
	By Shares.	By Loans.	By Shares.	By Loans.	Amounts.							
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
Great Western - - - -	13,850,000 - -	4,616,666 - - and also 3,459,000 - - for Subscriptions to other Under- takings.	- -	- -	21,925,666 - -	7,901,626 - -	- -	233,896 - - 55,110 - -	4½ 5			
Great Western and Uxbridge - -	50,010 - -	16,670 - -	- -	- -	66,680 - -	2,395 - -	- -	- - - -	-			
Hartlepool Dock and Railway :— (Railway on Lease to the York, Newcastle and Berwick Railway Company).	279,000 - -	153,000 - -	- -	- -	432,000 - -	410,579 8 -	- -	- - - -	-			
Herne Bay and Canterbury Junction	30,000 - -	10,000 - -	- -	- -	40,000 - -	2,250 - -	- -	- - - -	-			
Hull and Selby :—(Railway on Lease to the York and North Midland Railway Company).	- - - -	- - - -	- -	- -	- - - -	- - - -	- -	- - - -	5.			
Irish South Eastern - - -	264,000 - -	88,000 - -	- -	- -	352,000 - -	170,603 14 2	- -	- - - -	-			
Kendal and Windermere - -	170,000 - -	56,000 - -	- -	- -	226,000 - -	111,700 - -	- -	29,000 - -	6			
Kilkenny and Great Southern and Western.	225,000 - -	75,000 - -	- -	- -	300,000 - -	- - - -	- -	- - - -	-			
Killarney and Valencia - - -	300,000 - -	100,000 - -	- -	- -	400,000 - -	6,210 15 -	- -	- - - -	-			
Killarney Junction - - -	375,000 - -	125,000 - -	- -	- -	500,000 - -	49,153 15 -	- -	- - - -	10.			
Kilmarnock and Troon :—(Railway on Lease to the Glasgow and South Western Railway Company, in whose Return the Mileage is in- cluded).	45,000 - -	- - - -	- -	- -	45,000 - -	45,000 - -	- -	- - - -	-			
Lancashire and Yorkshire - -	11,598,913 - -	2,335,132 - -	- -	- -	13,934,045 - -	7,394,253 11 3	- -	794,120 - - 273,030 - -	6 4½			
	708,000 - - The Capital of the Preston and Wyre Railway Company. (See Note.*)	- - - -	- -	- -	708,000 - -	708,000 - -	- -	- - - -	-			
Lancaster and Carlisle - - -	1,306,000 - -	433,000 - -	- -	- -	1,739,000 - -	1,113,095 - -	- -	- - - -	-			
Lancaster and Preston Junction -	460,000 - -	113,000 - -	- -	- -	573,000 - -	442,634 18 -	- -	- - - -	-			
Leeds and Bradford :—(Railway on Lease to the Midland Railway Com- pany.)	930,000 - -	309,999 - -	- -	- -	1,239,999 - -	900,000 - -	- -	- - - -	15.			
Leeds and Thirsk - - -	2,243,000 - -	734,932 - -	- -	- -	2,977,932 - -	1,276,211 14 8	- -	90,814 - - 14,877 - - 167,441 - - 12,290 - -	7½ 7 6 5			

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Interest p'Cent.	Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.				
	Amounts.						Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.								
	£.	s.	d.		£.	s.	d.	M.	c.	M.	c.	M.	c.	M.	c.		
	817,570	-	-	3½	13,815,205	-	-	8,110,461	-	-	28 17	209 53	237 70	10 77	124 64	373 51	
	2,081,462	-	-	4													
	348,513	-	-	4½													
	2,377,029	-	-	5													
	-	-	-	-	2,395	-	-	64,285	-	-	-	-	-	-	2 46	2 46	
	58,560	-	-	4	528,401	2	6	-	-	-	2 0	13 63	15 63	-	-	15 63	- - The amount raised in excess of the authorized share-capital, is to be applied in the payment of the debenture debt, which appears during the year 1850 to have been reduced to the extent of 35,379 £.
	59,261	19	6	5													
	-	-	-	-	2,250	-	-	37,750	-	-	-	-	-	-	3 66	3 66	- - The amount raised on shares has been taken from a Return made to the House of Lords, dated 14th December 1847.
5.	-	-	-	-	-	-	-	-	-	-	61 0	61 0	-	-	-	61 0	
	9,000	-	-	5	179,603	14	2	172,396	5	10	22 48	-	22 48	-	1 19	23 67	
	13,103	-	-	4	192,985	-	-	33,015	-	-	-	10 24	10 24	-	-	10 24	
	16,882	-	-	4½													
	22,300	-	-	5				300,000	-	-	-	-	-	-	26 5	26 5	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26 5	26 5	
	-	-	-	-	6,210	15	-	393,789	5	-	-	-	-	-	37 67	37 67	
10.	-	-	-	-	49,153	15	-	450,846	5	-	-	-	-	9 63	29 77	39 60	
	-	-	-	-	45,000	-	-	-	-	-	-	-	-	-	-	-	
	1,177,999	-	-	5	11,624,378	1	6	2,287,030	4	-	12 0	180 25	192 25	2 40	42 47	237 32	
	8,000	-	-	4½													
	1,224,710	11	1	4½													
	256,381	11	2	4½													
	469,683	8	-	4													
	26,200	-	-	3½													
	-	-	-	-	708,000	-	-	-	-	-	8 36	19 71	28 27	-	-	28 27	- *The Preston and Wyre Railway has been leased jointly to the London and North Western, and Lancashire and Yorkshire Railway Companies, who pay rent on the sum stated in this Return.
	500	-	-	3½	1,512,089	7	6	226,910	12	6	-	70 27	70 27	-	-	70 27	
	199,070	-	-	4													
	200,424	7	6	5													
	21,400	-	-	4	555,634	18	-	17,365	2	-	-	20 20	20 20	-	-	20 20	
	39,700	-	-	4½													
	51,900	-	-	4½													
15.	30,300	-	-	4	1,186,015	-	-	53,984	-	-	-	41 52	41 52	-	5 35	47 7	
	55,100	-	-	4½													
	68,000	-	-	4½													
	132,615	-	-	5													
	400	-	-	4	2,034,986	12	5	942,945	7	7	-	39 13½	39 13½	30 40	18 7	87 60½	
	472,952	17	9	5													

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.						
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p' Cent. or Dividend.				
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.						
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.			
Limerick, Ennis and Killaloe Junction.	300,000	--	100,000	--	-	-	400,000	--	18,790	--	-	-	-
Liskeard and Caradon - - -	22,500	--	7,500	--	-	-	30,000	--	11,675	--	6,985	--	5
Liverpool, Crosby and Southport -	225,000	--	75,000	--	-	-	300,000	--	129,533	--	-	-	-
Liverpool, Manchester and New- castle-upon-Tyne Junction.	1,440,000	--	473,333	--	-	-	1,913,333	--	140,000	--	-	-	-
Llanelly Railway and Dock - -	214,000	--	56,000	--	-	-	270,000	--	199,359	19 6	-	-	-
Llynvi Valley - - - -	250,000	--	106,000	--	-	-	356,000	--	76,278	13 9	-	-	-
London and Blackwall - -	1,426,000	--	474,933	--	-	-	1,900,933	--	1,225,314	--	-	-	-
London and Greenwich :—(Railway on Lease to the South-Eastern Rail- way Company.)	760,000	--	233,300	--	-	-	993,300	--	550,000	--	210,000	--	5
London and North Western - -	36,954,620	--	-	-	-	-	36,954,620	--	16,838,376	--	2,862,545	--	4
	by Shares and Loans.										200,000	--	5
London and South Western - -	9,129,050	--	2,917,078	--	-	-	12,046,128	--	7,419,650	--	14,400	--	5
											201,500	--	7
London, Brighton and South Coast -	5,581,000	--	1,859,930	--	-	-	7,440,930	--	4,602,304	--	644,173	--	5
											393,395	--	6
Londonderry and Coleraine - -	500,000	--	166,666	13 4	-	-	666,666	13 4	237,547	11 10	-	-	-
Londonderry and Eaniiskillen -	340,000	--	113,000	--	-	-	453,000	--	109,046	5 -	-	-	-
Lowestoft Railway and Harbour :— (Railway on Lease to the Norfolk Railway Company).	240,000	--	80,000	--	-	-	320,000	--	-	-	118,684	--	4
											119,573	--	6
Malton and Driffield Junction -	240,000	--	80,000	--	-	-	320,000	--	168,412	--	-	-	-
Manchester and Birmingham, and North Staffordshire Junction.	80,000	--	26,666	--	-	-	106,666	--	-	-	-	-	-
Manchester and Southport - -	775,000	--	258,300	--	-	-	1,033,300	--	264,744	15 -	-	-	-
Manchester, Buxton, Matlock and Midlands Junction.	1,320,000	--	440,000	--	-	-	1,760,000	--	397,540	--	-	-	-
Manchester, Sheffield and Lincolnshire	6,896,800	--	2,298,932	--	-	113,800	9,309,532	--	3,496,355	--	1,318,441	--	7½
											282,931	--	6
Manchester, South Junction and Altrincham :—(The Capital and Loan are included in the Returns made by the London and North Western, and the Manchester, Sheffield and Lincolnshire Railway Companies).	-	-	-	-	-	-	-	-	-	-	-	-	20.

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.							
	Amounts.		Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.											
	£.	s. d.		£.	s. d.	£.	s. d.	M. c.	M. c.	M. c.	M. c.	M. c.							
	-	-	-	18,790	-	381,210	-	-	-	-	37	19							
	4,000	-	5	22,660	-	7,340	-	8	60	-	1	30							
	36,230	-	5	165,763	-	134,237	-	16	25	-	0	20							
	-	-	-	140,000	-	1,773,333	-	-	-	-	51	30½							
5.	16,200	-	5	229,559	19	40,441	-	28	20	-	-	28	20						
	500	-	4½																
	13,500	-	4																
	39,220	-	5	115,498	13	240,501	6	17	51	-	13	40	31	11					
	4,400	-	4	1,333,414	-	567,519	-	-	5	17	5	17	0	31	5	48			
	1,500	-	4½																
	102,200	-	5																
	233,300	-	5	993,300	-	-	-	-	3	60	3	60	-	-	3	60			
	4,356,596	-	5	29,465,352	-	7,489,268	-	39	59	461	32½	501	11½	22	40	143	78½	667	50½
	319,900	-	4½																
	3,463,110	-	4																
	2,000	-	3½																
	1,297,125	-	3½																
	125,700	-	3																
10.	870,127	-	5	9,648,587	-	2,397,541	-	82	79	156	71	239	70	-	-	123	1	362	71
	243,010	-	4½																
	62,000	-	4½																
	611,800	-	4																
	42,000	-	3½																
	184,100	-	3½																
	583,250	-	5	7,100,109	-	327,462	-	16	64	146	40	163	24	-	-	18	40	181	64
	6,000	-	4½																
	221,427	-	4½																
	162,000	-	4½																
	485,060	-	4																
	2,500	-	3½																
	3,000	-	5	240,547	11	426,119	1	-	-	-	-	19	0	-	-	16	40	35	40
	45,615	-	5	154,661	5	298,338	15	14	59	-	-	14	59	-	-	20	21	35	0
	80,000	-	5	318,257	-	1,743	-	11	0	-	-	11	0	-	-	-	-	11	0
15.	27,000	-	5	195,412	-	124,588	-	-	-	-	-	19	2½	-	-	5	4½	24	7
	-	-	-	-		106,666	-	-	-	-	-	-	-	-	-	3	79	3	79
	-	-	-	264,744	15	768,555	5	-	-	2	76	2	76	-	-	42	10	45	6
	-	-	-	397,540	-	1,362,460	-	-	-	11	42	11	42	-	-	39	37	50	79
	133,616	-	4	6,784,955	-	2,524,577	-	8	47	156	58½	165	25½	-	-	59	48½	224	74
	158,915	-	4½																
20.	1,394,697	-	5	-	-	-	-	-	-	9	26	9	26	-	-	-	-	9	26
	-	-	-	-															

- - The Company in the present Return have stated their loan powers at 474,933/., instead of 333,000/., as stated in the Return to Dec. 1849, on the ground that they are empowered by the 9 & 10 Vict. c. 273 to capitalize any portion of their debenture debt, and to raise on loan one-third of the existing capital of the Company.

- - The statement is taken from the Company's return to the Order of 25 April 1850.

- - The sums raised on shares and loans have been taken from the half-yearly statement of accounts to December 1850, submitted to the shareholders on the 18th February 1851.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.				
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p Cent. or Dividend.		
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
Maryport and Carlisle - - -	297,946 - -	99,000 - -	- - -	- - -	396,946 - -	166,260 - -	82,412 10 -	- - -	4		
Middlesbro' and Redcar :—(Railway on Lease to the Stockton and Dar- lington Railway Company).	36,000 - -	12,000 - -	- - -	- - -	48,000 - -	48,000 - -	- - -	- - -	-		
Midland - - - - -	13,656,472 17 4	4,105,686 17 8	- - -	- - -	17,762,159 15 -	7,519,416 2 4	140,000 - - 170,000 - - 150,000 - - 1,716,939 14 - 2,494,775 - -	- - - - - - - - - - - - - - -	8 6 6 6 5		
Midland Great Western Railway of Ireland.	1,948,000 - -	648,666 - -	- - -	- - -	2,596,666 - -	947,528 8 -	- - -	- - -	-		
Mold :—(The Capital and Loan are included in the Return of the Chester and Holyhead Railway Company, who have entered into an agreement for the Purchase of the Mold Railway).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5.		
Monkland Railways - - - -	566,000 - -	188,666 - -	- - -	- - -	754,666 - -	329,704 2 -	51,697 10 - 27,272 10 -	- - - - - -	6 5		
(Slamannan and Borrowstonness Stock.)	105,000 - -	35,000 - -	- - -	- - -	140,000 - -	10,500 - -	- - -	- - -	-		
Monmouthshire Railway and Canal -	472,500 - -	157,500 - -	- - -	- - -	630,000 - -	360,000 - -	112,500 - -	- - -	5		
Morayshire - - - - -	75,000 - -	21,500 - -	- - -	- - -	96,500 - -	7,500 - - Parl. Deposit.	- - -	- - -	-		
Mountmellick Junction - - - -	22,500 - -	7,500 - -	- - -	- - -	30,000 - -	1,700 - -	- - -	- - -	-		
Newcastle-upon-Tyne and Carlisle -	1,155,000 - -	415,000 - -	150,000	50,000	1,770,000 - -	1,106,642 10 10	- - -	- - -	10.		
Newmarket - - - - -	1,085,000 - -	361,665 - -	- - -	- - -	1,446,665 - -	332,478 - -	- - -	- - -	-		
Newport, Abergavenny and Hereford	1,133,000 - -	377,333 - -	- - -	- - -	1,510,333 - -	113,695 - -	- - -	- - -	-		
Newry and Enniskillen - - - -	900,000 - -	300,000 - -	- - -	- - -	1,200,000 - -	95,720 13 9	- - -	- - -	-		
Newry, Warrenpoint and Rostrevor -	100,000 - -	83,333 6 8	- - -	- - -	133,333 6 8	82,517 - -	- - -	- - -	-		
Norfolk :—(Railway on Lease to the Eastern Counties Railway Com- pany).	2,042,500 - -	679,400 - -	- - -	- - -	2,721,900 - -	977,609 10 -	334,856 5 - 105,000 - -	- - - - - -	5 5½		
Northampton and Banbury :—(The Capital and Loan are included in the Return of the London and North Western Railway Company).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	-		
North British - - - - -	3,173,333 6 8	857,333 6 8	- - -	- - -	4,030,666 13 4	2,474,899 16 8	591,841 10 -	- - -	6		
Northern and Eastern :—(Railway on Lease to the Eastern Counties Railway Company).	923,466 13 4	307,800 - -	- - -	- - -	1,231,266 13 4	- - -	878,935 - - 259,566 - -	- - - - - -	5 6		
Northern Counties Union - - - -	2,625,000 - -	875,000 - -	- - -	- - -	3,500,000 - -	213,713 - -	- - -	- - -	-		
North Staffordshire - - - - -	4,370,000 - -	1,450,000 - -	- - -	- - -	5,820,000 - -	2,824,683 - -	1,170,000 - -	- - -	5 20.		

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Interest p'Cent	Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.									
	Amounts.						Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.													
	£.	s.	d.		£.	s.	d.	M.	c.	M.	c.	M.	c.	M.	c.							
	7,850	-	-	4	446,744	1	2	-	20	6	8	22	28	28	-	28	28	- - The amount in excess of the authorized capital and Loan has been raised on Loan notes.				
	300	-	-	4½																		
	42,542	14	6	4½																		
	147,378	16	8	5																		
	-	-	-	-	48,000	-	-	-	7	71	-	-	7	71	-	-	7	71	- - The Directors, on their personal security have borrowed 27,944			
	1,666,741	6	-	5	15,552,212	2	8	2,209,947	12	4	25	78½	417	73½	443	72	1	36	197	24½	642	52½
	852,950	11	4	4½																		
	12,000	-	-	4½																		
	800,889	9	-	4																		
	2,000	-	-	3½																		
	26,500	-	-	3½																		
	12,800	-	-	6	1,257,178	8	-	1,339,487	12	-	7	0	43	0	50	0	76	40	29	71	156	31
	96,850	-	-	5																		
	200,000	-	-	3½																		- - The Company have borrowed of the Com. missioners of Public Works, Ireland, under the 12 & 13 Vic. c.62, the sum of 200,000 l.
5.	-	-	-	-	-	-	-	-	6	59	7	20	13	79	0	31	0	14			14	44
	13,975	16	3	4	521,529	9	-	233,137	11	-	25	12	10	60	35	72	5	60	8	21	49	73
	96,342	10	9	4½																		
	2,537	-	-	5																		
	-	-	-	-	10,800	-	-	129,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	120,840	-	-	5	593,340	-	-	36,660	-	-	11	0	17	0	28	0	11	0	9	0	48	0
	-	-	-	-	7,500	-	-	89,000	-	-	-	-	-	-	-	-	-	11	68		11	68
	-	-	-	-	Parl. Deposit.																	
	-	-	-	-	1,700	-	-	28,300	-	-	-	-	-	-	-	-	-	3	58		3	58
10.	283,023	-	-	5	1,571,160	10	10	198,839	9	2	-	-	65	20	65	20	14	49	-	-	79	69
	85,175	-	-	4½																		
	90,920	-	-	4																		
	2,500	-	-	3½																		
	2,900	-	-	3½																		
	102,526	-	-	3½	439,504	-	-	1,007,161	-	-	-	-	6	69	16	69	-	-	49	2	65	71
	4,500	-	-	5																		
	-	-	-	-	113,695	-	-	1,396,638	-	-	-	-	-	-	-	-	-	60	64		60	64
	-	-	-	-	95,720	13	9	1,104,279	6	3	-	-	-	-	-	-	3	20	68	35	71	55
	33,150	-	-	6	115,667	-	-	17,606	6	8	5	60	-	-	5	60	-	-	2	41	8	21
15.	72,000	-	-	4½	1,793,265	15	-	928,634	5	-	34	33	48	39	82	72	-	-	65	62½	148	54½
	1,000	-	-	4																		
	302,800	-	-	5																		
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	73		21	73
	5,000	-	-	3½	3,905,933	18	4	124,732	15	-	4	21	140	63	145	4	1	60	15	41	162	25
	401,103	19	8	4																		
	21,850	-	-	4½																		
	208,850	-	-	4½																		
	202,388	12	-	5																		
	48,700	-	-	5	1,187,201	-	-	44,065	13	4	-	-	44	0	44	0	-	-	-	-	44	0
	-	-	-	-	213,713	-	-	3,286,287	-	-	-	-	-	-	-	-	7	4	120	0	127	4
20.	438,132	-	-	5	4,609,265	-	-	1,210,735	-	-	-	-	112	19½	112	19½	8	0	16	75	137	14½
	176,450	-	-	4½																		

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament:						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.			
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p'Cent. or Dividend.	
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.			
£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
North Union:—(Railway on Lease in perpetuity to the London and North Western, and Lancashire and Yorkshire Railway Com- panies).	860,000 - -	376,000 - -	- -	- -	1,236,000 - -	- -	- -	477,326 14 - 261,874 16 -	10 7	
North Western - - - -	1,320,000 - -	439,300 - -	- -	- -	1,759,300 - -	- -	653,353 - -	126,285 - -	5	
Oldham Alliance - - - -	450,000 - -	150,000 - -	- -	- -	600,000 - -	- -	45,000 - -	- -	-	
Oxford, Worcester and Wolverham- pton.	2,570,000 - -	856,333 - -	- -	- -	3,426,333 - -	- -	1,406,123 10 -	- -	-	
Paisley, Barrhead and Hurler - -	230,000 - -	76,666 - -	- -	- -	306,666 - -	- -	24,150 - -	- -	5.	
Parkgate and Chester and Birkenhead	50,000 - -	16,666 - -	- -	- -	66,666 - -	- -	3,750 - -	- -	-	
Portadown and Dungannon - -	154,775 - -	51,585 - -	- -	- -	206,360 - -	- -	116,075 - -	- -	-	
Portbury Pier and Railway - -	200,000 - -	66,666 - -	- -	- -	266,666 - -	- -	18,100 10 -	- -	-	
Preston and Longridge:—(Railway on Lease to the Fleetwood, Preston and West Riding Junction Rail- way Company).	48,000 - -	10,000 - -	- -	- -	58,000 - -	- -	50,124 - -	- -	-	
Reading, Guildford and Reigate:— (Railway on Lease to the South Eastern Railway Company).	800,000 - -	266,666 - -	- -	- -	1,066,666 - -	- -	739,409 - -	- -	10.	
Royston and Hitchin:—(Railway on Lease to the Great Northern Rail- way Company).	346,666 - -	115,466 - -	- -	- -	462,132 - -	- -	- -	199,883 - - 37,458 17 6	6 5	
Saint Helen's Canal and Railway -	693,400 - -	233,100 - -	- -	- -	926,500 - -	- -	129,510 - -	142,300 - - 68,103 - - † 2,012 - -	5* 6 5	
								* and Dividends. † Calls paid in advance.		
Saundersfoot Railway and Harbour -	29,500 - -	12,000 - -	- -	- -	41,500 - -	- -	17,500 - -	- -	-	
Scottish Central - - - -	1,255,000 - -	418,160 - -	- -	- -	1,673,160 - -	- -	1,018,510 - -	- -	-	
Scottish Grand Junction - -	350,000 - -	115,000 - -	- -	- -	465,000 - -	- -	25,000 - -	- -	15.	
Scottish Midland Junction - -	600,000 - -	200,000 - -	- -	- -	800,000 - -	- -	560,730 - -	342 10 -	5	
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole:—(10 miles of the Rail- way, northward of the Station at Barnsley, are on Lease to the Lancashire and Yorkshire Rail- way Company).	800,000 - -	266,000 - -	- -	- -	1,066,000 - -	- -	333,754 - -	- -	-	
Shrewsbury and Birmingham - -	1,344,787 - -	448,262 - -	- -	- -	1,793,049 - -	- -	1,107,214 7 3	134,770 - -	8	
Shrewsbury and Chester - -	1,221,000 - -	407,000 - -	- -	- -	1,628,000 - -	- -	797,600 - -	175,000 - -	8	

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.		
	Amounts.		Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.						
	£.	s.	d.	£.	s.	d.	M.	c.	M.	c.	M.	c.		
5.	1,000	-	3½	1,141,361	10	-	-	-	39	60	-	-	39 60	- - The statement is taken from the Company's Return to the Order of 25 April 1850.
	1,000	-	3½											
	155,110	-	4											
	16,000	-	4½											
	31,000	-	4½											
	4,000	-	4½											
	194,050	-	5											
	134,152	-	5	913,790	-	-	25	24	21	0	46	24	17 17 63 41	
	-	-	-	45,000	-	-	-	-	-	-	-	-	19 39 19 39	
	254,223	7	5	1,661,069	17	-	-	-	4	4	4	4	87 35 21 51½ 113 10½	
	723	-	2½											
	-	-	-	24,150	-	-	-	-	-	-	-	-	8 63 8 63	
	-	-	-	3,750	-	-	-	-	-	-	-	-	5 12 5 12	
	-	-	-											
	-	-	-	116,075	-	-	-	-	-	-	-	-	14 35 14 35	
-	-	-	18,100	10	-	-	-	-	-	-	-	9 11 9 11		
-	-	-	50,124	-	-	6	40	-	-	6	40	6 40 6 40		
10.	61,000	-	4	800,409	-	-	-	-	39	40	39	40	- - 39 40	
	-	-	-	237,341	17	6	-	-	12	60	12	60	5 2 - - 17 62	
	4,150	-	4	474,484	-	-	4	55	7	0	11	55	7 35 6 32 25 42	
	2,500	-	4½											
	125,909	-	5											
	8,000	-	5	25,500	-	-	7	0	-	-	7	0	- - 7 0	
	312,931	16	6	1,438,276	4	1	4	45	45	0	49	45	- - 15 35 65 0	
	4,300	-	4½											
	47,430	-	4½											
	55,104	7	7											
15.	-	-	-	25,000	-	-	-	-	-	-	-	-	45 77 45 77	
	5,000	-	4	611,845	10	-	1	60	32	47	34	27	- - 18 54½ 53 1½	
	1,100	-	4½											
	30,173	-	5											
	*14,500	-	-											
	* No interest paid on this loan.													
	-	-	-	333,754	-	-	10	36	-	-	10	36	- - 17 24 27 60	
	21,700	-	5	1,263,684	7	3	-	-	29	34½	29	34½	- - 6 54 36 8½	
	58,000	-	4½	1,379,600	-	-	15	40	40	37	55	77	- - 12 71 68 68	
	349,000	-	5											

- - The sums raised on shares and loans have been taken from the half-yearly statement of accounts to December 1850; submitted to the shareholders on 12th February 1851.

RAILWAYS :—RETURNS RELATING TO CAPITAL AND LOANS ;

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1850.				
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.			
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest p'Cent. or Dividend.		
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£. s. d.	£.		
Shrewsbury and Hereford - -	450,000 - -	150,000 - -	- - -	- - -	600,000 - -	75,356 - -	- - -	-		
Shropshire Union Railways and Canal.	3,300,000 - -	1,100,000 - -	- - -	- - -	4,400,000 - -	938,895 1 4	- - -	-		
South Devon - - - -	2,025,000 - -	558,166 - -	- - -	- - -	2,583,166 - -	993,915 - -	496,677 10 -	6		
South Eastern - - - -	6,755,033 - -	2,360,342 - -	1,200,000 - -	- - -	10,315,375 - -	7,256,574 1 8	189,410 - -	4½		
South Staffordshire - - -	945,000 - -	315,000 - -	- - -	- - -	1,260,000 - -	695,570 - -	- - -	-	5.	
South Wales - - - -	3,477,780 - -	999,999 - -	- - -	- - -	4,477,779 - -	2,319,286 12 8	- - -	-		
South Yorkshire Railway and River Dun Company.	750,000 - -	250,000 - -	- - -	- - -	1,000,000 - -	423,113 9 10	- - -	-		
Stirling and Dunfermline - -	390,000 - -	130,000 - -	- - -	- - -	520,000 - -	312,000 - -	- - -	-		
Stockton and Darlington - -	725,000 - -	52,000 - -	- - -	- - -	777,000 - -	200,000 - -	- - -	-		
Stockton and Hartlepool - -	180,000 - -	60,000 - -	- - -	- - -	240,000 - -	180,000 - -	- - -	-	10.	
Strathgry and Breadalbane - -	120,000 - -	40,000 - -	- - -	- - -	160,000 - -	12,000 - -	- - -	-		
Swansea and Amman Junction -	40,000 - -	13,000 - -	- - -	- - -	53,000 - -	1,800 - -	- - -	-		

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st. Dec. 1850.			Interest p'Cent.	Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.						
	Amounts.						Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.										
	£.	s. d.		£.	s. d.	£.	s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.						
	-	-	-	75,356	-	524,644	-	-	-	50	54	-	50	54	-- By the Shrewsbury and Hereford Railway Amendment Act, 1850, c. 26, the capital of this Company was reduced from 800,000 £. to 450,000 £., and the sum authorized to be raised on loan, from 266,000 £. to 150,000 £., being a total reduction of 466,000 £.				
	-	-	-	938,895	1 4	3,461,104	18 8	-	18	28	18	28	140	49½	-- The Capital of the original Canal Companies amounts to 480,064 £.; and the debt, which is a charge upon the general undertaking of the Railway Company, to 734,077 £.: those sums are not included in this statement.				
	5,700	-	4	1,968,758	10 -	614,407	10 -	43	45	13	29	56	74	68	76				
	50,600	-	4½									12	2						
	366,568	-	5																
	55,300	-	6																
	413,438	-	5	8,915,466	1 8	666,225	-	-	162	9½	162	9½	61	61	223	70½			
	246,164	-	4½																
	29,000	-	4½																
	496,880	-	4																
	284,000	-	3½																
5.	69,650	-	4½	776,320	-	483,680	-	-	24	52	24	52	-	11	36½	36	8½	-- The Railway has been leased for 21 years, from the 1st August 1850, to John Robinson McLean, under the provisions of 13 & 14 Vic. c. 58.	
	6,500	-	4½																
	4,600	-	5																
	357,950	-	5	2,677,236	12 8	1,800,542	7 4	-	74	56	74	56	88	31	57	28	220	35	-- Including the Hagloe Extension of the Gloucester and Dean Forest Railway, in length 7 m. 40 cha., and the purchase-money, viz. 100,000 £.
	100,000	-	4	523,113	9 10	476,886	10 2	-	7	56	7	56	13	74	8	42	30	12	
	60,000	-	5	382,035	-	137,965	-	-	13	60	13	60	4	36½	5	37	23	53½	
	10,035	-	4½																
	269,992	-	5	940,635	-	-	-	8	71	29	16	38	7	-	-	-	38	7	-- The Company appear to have exceeded their Parliamentary Powers of raising money to the extent of 163,635 £. They return, however, as due to them by the Wear Valley Railway Company and others, including Bankers' balance, 127,531 £. The sum raised in excess, to the end of 1849, has been reduced during the year 1850 by 56,189 £.
	500	-	4½																
	394,133	-	4½																
	76,010	-	4																
10.	60,000	-	5	240,000	-	-	-	-	8	0	8	0	-	-	-	-	8	0	
	-	-	-	12,000	-	148,000	-	-	-	-	-	-	-	9	3	-	9	3	
	-	-	-	1,800	-	51,200	-	-	-	-	-	-	-	6	47½	-	6	47½	

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :						Amount of the Share Capital of the Company actually paid up on the 31st December 1850.						
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		Interest p'Cent. or Dividend.				
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.						
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.					
Swansea Valley - - - -	220,000	--	73,333	--	-	-	293,333	--	-	-	-		
Taff Vale - - - - -	801,000	--	267,000	--	-	-	1,068,000	--	445,160	--	150,000 -- 60,000 -- 60,000 --	5 5 4½	
Taw Vale Railway and Dock - -	728,000	--	242,666	13 4	-	-	970,666	13 4	177,261	19 -	-	-	
Templemore and Nenagh - -	140,000	--	46,666	--	-	-	186,666	--	-	-	-	-	
Tenby, Saundersfoot and South Wales	140,000	--	46,000	--	-	-	186,000	--	10,375	--	-	-	5.
Thames Haven Dock and Railway -	450,000	--	150,000	--	-	-	600,000	--	56,550	--	-	-	-
Ulster - - - - -	600,000	--	200,000	--	-	-	800,000	--	511,838	--	-	-	-
Vale of Neath - - - - -	595,000	--	198,333	--	-	-	793,333	--	288,314	--	-	-	-
Waterford and Kilkenny - -	370,000	--	83,000	--	200,000	66,000	719,000	--	250,000	--	-	-	-
Waterford and Limerick - -	750,000	--	250,000	--	-	-	1,000,000	--	577,757	18 9	-	-	10.
Waterford, Wexford, Wicklow and Dublin.	2,000,000	--	666,000	--	-	-	2,666,000	--	148,225	6 -	-	-	-
Wear Valley :—(Railway on Lease to the Stockton and Darlington Railway Company).	783,972	--	-	-	-	-	783,972	--	748,977	--	-	-	-
West Cornwall - - - - -	500,000	--	165,000	--	-	-	665,000	--	213,067	--	-	-	-
West London :—(Railway on Lease to the London and North Western and Great Western Railway Com- panies).	210,000	--	65,000	--	-	-	275,000	--	229,200	--	-	-	-
Wharfedale - - - - -	420,000	--	140,000	--	-	-	560,000	--	62,285	12 6	-	-	15.
Whitehaven and Furness Junction -	375,000	--	124,933	--	-	-	499,933	--	253,991	12 1	-	-	-

	Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.			Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.			
	Amounts.		Interest p'Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.							
	£.	s.	d.	£.	s.	d.	M.	c.	M.	c.	M.	c.			
	-	-	-	-	-	-	293,333	--	-	-	-	19 50	19 50		
	88,681	--	5	951,445	--	116,555	16	76	17	64	34	60	47 43		
	102,383	--	4½								12	63			
	45,221	--	4												
	-	-	-	177,261	19	-	2	52	-	-	2	52	6 50	46 70	
	-	-	-	-	-	-	186,666	--	-	-	-	20 20	20 20		- - The Company in their return to the Order of the House of Lords, dated 14 December 1847, state that the deposits had been returned to the shareholders, and the commencement of the works postponed.
5.	-	-	-	10,375	--	175,625	-	-	-	-	7 20	7 20			
	-	-	-	56,550	--	491,272	-	-	-	1 60	13 60	15 40			
	158,050	--	5	702,388	--	97,612	-	-	35 50	35 50	-	35 50			
	14,600	--	4½												
	17,900	--	4												
	31,900	--	5	320,314	--	473,119	-	-	-	22 1	9 77	31 78			
	83,000	--	6	333,000	--	386,000	12	37	-	12 37	3 0	15 45	31 2		
10.	12,383	12 1	3½	596,736	10 10	384,284	3 0	23 0	25 0	24 0	28 0	77 0			
	6,595	--	5												
	-	-	-	148,325	6	-	-	-	-	8 0	127 0	135 0			
	19,286	--	5	809,120	--	34,995	30	53	12	41	43	14	43 14		- - The Company appear to have raised 25,148 <i>l.</i> in excess of their Parliamentary powers. They state their assets at 30,157 <i>l.</i> 2 <i>s.</i> 10 <i>d.</i> , which, with the sum to be raised on shares, will pay off the debenture debt, and reduce the capital to the legal limit.
	30,357	--	4½												
	10,500	--	4												
	32,800	--	5	245,887	--	419,113	17	17	-	17 17	7 0	20 38½	44 55½		
	-	-	-	229,200	--	45,800	3 0	-	-	3 0	-	3 0			
15.	-	-	-	62,285	12 6	497,714	7 6	-	-	-	-	22 15	22 15		
	81,910	--	5	336,801	12 1	163,131	33	64	-	33 64	-	1 53	35 37		
	200	--	4½												
	700	--	4½												

-- The Company in their return to the Order of the House of Lords, dated 14 December 1847, state that the deposits had been returned to the shareholders, and the commencement of the works postponed.

-- The Company appear to have raised 25,148 l. in excess of their Parliamentary powers. They state their assets at 30,157 l. 2s. 10 d., which, with the sum to be raised on shares, will pay off the debenture debt, and reduce the capital to the legal limit.

NAME of RAILWAY COMPANY.	CAPITAL and LOANS authorized by Acts of Parliament :					Amount of the Share Capital of the Company actually paid up on the 31st December 1850.			
	Previous to 31st December 1849.		In 1850.		TOTAL Capital and Loans authorized previous to 31st December 1850.	Not receiving, nor entitled to receive, any Preferential Dividend or Rate of Interest.	Receiving, or entitled to receive, Preferential Dividend or Interest.		
	By Shares.	By Loans.	By Shares.	By Loans.			Amounts.	Interest p'Cent. or Dividend.	
	£. s. d.	£. s. d.	£.	£.	£. s. d.	£. s. d.	£. s. d.		
Whitehaven Junction - - -	163,000 - -	54,000 - -	- - -	- - -	217,000 - -	100,000 - -	25,000 - -	6	
Wilts, Somerset and Weymouth -	1,740,000 - -	580,000 - -	- - -	- - -	2,320,000 - -	1,198,585 - -	- - -	-	
Windsor, Staines and South-Western (Staines to Wokingham).	300,000 - -	100,000 - -	- - -	- - -	400,000 - -	241,571 - -	- - -	-	
Wishaw and Coltness - - -	405,000 - -	134,330 - -	- - -	- - -	539,330 - -	227,744 - -	- - -	-	
Wycombe - - - - -	150,000 - -	50,000 - -	- - -	- - -	200,000 - -	9,732 - -	- - -	-	5.
York and North Midland - -	5,791,250 - -	1,930,416 - -	- - -	- - -	7,721,666 - -	3,003,791 - -	594,910 - - 32,569 - -	4½ 5	
York, Newcastle and Berwick -	9,750,000 - -	2,186,550 - -	- - -	842,258	12,778,808 - -	6,052,586 2 11	452,719 13 2	4	
	279,582,415 10 8	80,098,871 2 2	1,920,000	1,195,390	362,796,676 12 10	150,022,877 10 1	34,740,800 4 7		

Office of Commissioners of Railways, }
Whitehall, 29 July 1851. }

Total Debt of the Company, divided according to the Rate of Interest payable thereon, on the 31st Dec. 1850.		Total Amount which, at the End of 1850, the Company had raised by Shares and Loans.	Total Amount which, at the End of 1850, the Company retained Power to raise, either by existing, or by new Shares, or by Loans.	Length of Railway open for Traffic on the 31st Dec. 1850.			Length of Line in course of Construction on the 31st Dec. 1850.	Length of Line authorized, but not commenced on the 31st Dec. 1850.	Total Length of Railway for which the Company had obtained Powers previous to 31st Dec. 1850.	REMARKS.
Amounts.	Interest p' Cent.			Length open as Single Line.	Length open as Double Line.	Total Length of Railway open for Traffic.				
£. s. d.		£. s. d.	£. s. d.	M. c.	M. c.	M. c.	M. c.	M. c.	M. c.	
4,200 - -	4½	169,000 - -	48,000 - -	12 2½	- -	12 2½	- -	0 42½	12 45	
26,300 - -	4½									
13,500 - -	5									
32,000 - -	5	1,230,585 - -	1,089,415 - -	- -	19 39	19 39	7 41	113 8	140 8	- - The statement is taken from the Company's Return to the Order of 25 April 1850. At a meeting of the Company held on 25 August 1850, it was stated by the Chairman, that the railway had been leased to the Great Western Railway Company.
- - -	-	241,571 - -	158,429 - -	- -	- -	- -	- -	16 25	16 25	- - The statement is taken from the Company's Return to the Order of 25th April 1850.
39,580 - -	5½	267,274 - -	272,056 - -	- -	13 0	13 0	- -	11 59	24 59	- - The sums raised on shares and loans have been taken from the Return made by the Company, to the Order of the House of Lords, dated 14 December 1847. The Caledonian Company have agreed to guarantee 10½ per cent. on a capital stock of 240,000 £.
- - -	-	9,732 - -	190,268 - -	- -	- -	- -	- -	9 54	9 54	
871,063 10 -	5	5,106,833 10 -	2,614,832 10 -	16 0	186 30	202 30	- -	60 71	263 21	- - The amount authorized to be raised for the purchase of the Hull and Selby Railway is included in this statement.
413,770 - -	4½									
46,500 - -	4½									
144,230 - -	4									
479,948 10 -	4	7,931,799 6 1	4,847,007 17 10	6 65	215 42	222 27	- -	94 26	316 53	
120,600 - -	4½									
214,654 - -	4½									
611,291 - -	5									
55,507,068 5 6		240,270,748 - 2	122,431,900 17 9	1,154 64	5,466 24½	6,621 8½	867 3	4,472 8½	11,960 20	

Duncan MacGregor,
Registrar.

RETURN of the AMALGAMATION of RAILWAY COMPANIES which have been effected, either by Purchase, Lease or otherwise, during 1850, stating the Nature of such Amalgamation, and the Date on which it commenced, with the Act of Parliament under which it was effected.

Transfer to which it has been subject											
NAME OF RAILWAY.	Act under which the Amalgamation, Purchase or Lease has been effected.	Length in Miles.	Company from which it has been Transferred.	By Amalgamation.		By Purchase.		By Lease.			REMARKS.
				Companies Amalgamated.	Date of Amalgamation.	Company Purchasing.	Date of Purchase.	Company taking Lease.	Date of Commencement of Lease.	Date of Expiration of Lease.	
Glasgow, Dumfries and Carlisle, and Glasgow, Paisley, Kilmarnock and Ayr	10 & 11 Vict., c. 183.	M. c. 64 40 96 40	- - -	Glasgow, Dumfries and Carlisle, and Glasgow, Paisley, Kilmarnock and Ayr	28 Oct. 1850	- - -	- - -	- - -	- - -	- - -	- - The Companies were amalgamated under the title of the Glasgow and South Western Railway Company.
Mallow and Fermoy	9 & 10 Vict., c. 194.	16 64	Mallow and Fermoy	- - -	- - -	- - Great Southern and Western.	1 Dec. 1847	- - -	- - -	- - -	- - The Mallow and Fermoy Company was dissolved on completion of the Purchase.
Reading, Guildford and Reigate	9 & 10 Vict., c. 171.	39 40	- - Reading, Guildford and Reigate.	- - -	- - -	- - -	- - -	South Eastern	15 Mar. 1850	15 Mar. 2850	- - -
Royston and Hitchin	10 & 11 Vict., c. 248.	12 60	Royston and Hitchin	- - -	- - -	- - -	- - -	Great Northern	1 Aug. 1850	Perpetual	- - -
South Staffordshire	13 & 14 Vict., c. 58.	24 52	- - South Staffordshire	- - -	- - -	- - -	- - -	- - John Robinson McLean, the lessee named in the Act.	1 Aug. 1850	1 Aug. 1871	- - -
Windsor, Staines and South Western.	10 & 11 Vict., c. 58.	23 29	- - Windsor, Staines and South Western.	- - -	- - -	- - London and South Western.	Aug. 1850	- - -	- - -	- - -	- - -

Office of Commissioners of Railways,
Whitehall, 29 July 1851.

Duncan Mac Gregor,
Registrar.

RETURN from each RAILWAY COMPANY, showing the LENGTH of each Line, or Part of a Line, or Branch Line, for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction have been allowed to expire without the Exercise of such Powers; and the CAPITAL appropriated by Parliament for the Construction of such Lines or Branch Lines.

NAME OF EACH RAILWAY, or BRANCH RAILWAY.	ACT under which authorized.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorized to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire without the Exercise of such Powers.		REMARKS
				Length of Line.	Capital.*	
			M. c.	M. c.	£.	
Airdrie and Bathgate Junction - - -	9 & 10 Vic. c. 377	13 Aug. 1849	20 0	20 0	400,000	-- Of this sum 30,000 <i>l.</i> has been raised by the Company.
Ayrshire and Galloway (Smithstown and Dalmellington).	10 Vic. c. 10 - -	8 June 1850	6 40	3 60	—	
Ayrshire, Bridge of Weir and Port Glasgow Junction.	9 & 10 Vic. c. 237	22 July 1850	6 30	6 30	166,600	-- Less 24,825 <i>l.</i> expended.
Birmingham, Wolverhampton and Stour Valley -	9 & 10 Vic. c. 328	3 Aug. 1849	17 39	3 1	—	
Boston, Stamford and Birmingham :						
Stamford and Wisbeach Line - - -	9 & 10 Vic. c. 93	26 June 1849	22 0	22 0	336,000	
Peterborough and Thorney Branch - - -	10 & 11 Vic. c. 112	2 July 1850	6 0	6 0	106,600	
Bristol and Exeter :						
Yeovil Branch - - - - -	8 Vic. c. 155 -	31 July 1850	20 45	20 45	666,600	
Bristol and South Wales Junction - - -	9 & 10 Vic. c. 105	26 June 1850	14 73	14 73	373,333	-- Of this sum 36,626 <i>l.</i> has been raised by the Company. The sum stated includes also the capital and loan authorized by 10 & 11 Vic. c. 81, for the Improvement of Aust Ferry.
Beckinghamshire :						
Aylesbury Extension Line - - -	10 & 11 Vic. c. 236	July 1850	10 48	10 48	293,000	
Chester and Holyhead :						
Holyhead Extension - - - - -	10 & 11 Vic. c. 238	22 July 1850	1 77	1 37	150,000	
Cockermouth and Workington Extension - -	9 & 10 Vic. c. 342	3 Aug. 1849	14 30	14 30	260,000	
Cork, Blackrock and Passage - - - - -	{ 9 & 10 Vic. c. 148 10 & 11 Vic. c. 59	{ 16 July 1849 25 June 1850	{ 7 29	{ 1 5½	—	
Direct London and Portsmouth - - - - -	{ 9 & 10 Vic. c. 83 10 & 11 Vic. c. 167	{ 26 June 1849 9 July 1850	{ 60 36	{ 60 36	2,010,000	-- Of this sum 134,175 <i>l.</i> has been raised by the Company.
Dublin, Dundrum and Rathfarnham :						
From Grand Canal to St. Stephen's Green, { in Dublin - - - - -	{ 9 & 10 Vic. c. 199 10 & 11 Vic. c. 160	{ 16 July 1849 9 July 1850	{ 5 40 0 25	{ 5 65	266,000	
Dundee and Newtyle :						
Improvement of Line of Railway - - -	10 & 11 Vic. c. 106	2 July 1850	4 41	4 41	66,666	
Eastern Counties :						
Epping Extension - - - - -	9 & 10 Vic. c. 205	16 July 1849	11 0	11 0	293,333	
Wisbeach to Spalding - - - - -	10 & 11 Vic. c. 235	22 July 1850	21 0	21 0	333,333	
Cambridge to Bedford - - - - -	10 & 11 Vic. c. 158	9 July 1850	29 40	24 0	460,000	
Edinburgh and Glasgow :						
Bells Branch - - - - -	8 & 9 Vic. c. 91	21 July 1850	6 2	0 24	—	
Broomhill and Quay Branches - - - - -	8 & 9 Vic. c. 182	4 Aug. 1848	1 64	1 64	200,000	
Queensferry - - - - -	9 & 10 Vic. c. 70	18 June 1849	6 59	6 59	200,000	
Carron Branch - - - - -	9 & 10 Vic. c. 165	16 July 1849	1 43	1 43	—	
Branch to Falkirk Iron-works - - - - -	9 & 10 Vic. c. 165	16 July 1849	0 68	0 68	—	
Edinburgh, Perth and Dundee :						
St. Andrew's and Newburgh Harbour Branches.	10 & 11 Vic. c. 277	22 July 1850	5 69	5 69	85,333	
Portion between Ferry, Port-on-Craig and Newport.	9 & 10 Vic. c. 136	3 July 1849	3 0	3 0	—	
Leith and Granton Junction - - - - -	10 & 11 Vic. c. 152	9 July 1850	0 54½	0 54½	60,000	
Leith Extension - - - - -	10 & 11 Vic. c. 151	9 July 1850	0 20½	0 20½	74,000	

* Note.—The sums stated include all the Capital which the Companies are authorized to raise, whether by the issue of shares or the exercise of their borrowing powers.

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—continued.

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorized.	Date of Expiration of Powers for compulsory Purchase of Land.	Length of Line authorized to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
Glasgow, Paisley and Greenock:			M. c.	M. c.	£.	
Branch to the Clyde - - -	9 & 10 Vic. c. 143	3 July 1849	0 16	0 16	33,333	
Branch to Polloc and Govan Railway -	9 & 10 Vic. c. 188	16 July 1849	0 30	0 30	20,000	
Branch to the Caledonian Railway -	10 & 11 Vic. c. 168	9 July 1850	0 30	0 30	33,333	
Great Northern:						
St. Alban's Branch - - -	10 & 11 Vic. c. 272	22 July 1850	14 15	14 15	400,000	
Sutton Branch - - -	10 & 11 Vic. c. 286	22 July 1850	3 39	3 39	86,500	
Bishopthorpe Deviation - - -	10 & 11 Vic. c. 146	9 July 1850	1 68	1 68	37,000	
Great Western:						
Fenny Compton to Rugby - - -	8 & 9 Vic. c. 188	4 Aug. 1850	50 46	15 32	—	
Killarney and Valencia - - -	10 & 11 Vic. -	- - -	- - -	- - -	- - -	-- The powers for the compulsory purchase of lands under this Act expired in June 1850, and have been renewed by an Act of the present Session.
Leeds and Bradford:						
Branch to Haworth - - -	8 & 9 Vic. c. 38	30 June 1848	29 2	4 33	- -	-- No portion of the capital authorized by the Act is specifically appropriated to the formation of the branch.
Junction Line at Bradford - - -	9 & 10 Vic. c. 301	3 Aug. 1849	1 2	1 2	40,000	
Leeds and Thirsk:						
St. Helen's Branch Deviations - - -	9 & 10 Vic. c. 153	16 July 1849	2 0	2 0	73,333	
Liskeard and Caradon - - -	6 & 7 Vic. c. 43	27 June 1846	10 10	1 30	- -	-- No portion of the capital of the Company has been specifically appropriated to the construction of the part of the line for which the land has not been purchased.
Liverpool, Manchester and Newcastle-upon-Tyne Junction:						
Main Line and Hawes Branch - - -	9 & 10 Vic. c. 90 } 10 & 11 Vic. c. 227 }	22 July 1850	63 16	39 61	1,075,750	
Burnley Branch - - -	10 & 11 Vic. c. 240	22 July 1850	0 52	0 52	53,333	
Llynvi Valley - - -	9 & 10 Vic. c. 353	7 Aug. 1849	10 0 }	13 40	266,000	
Extension - - -	10 & 11 Vic. c. 79	2 July 1850	3 40 }			
London and North Western:						
Rainford Branch - - -	8 & 9 Vic. c. 128	21 July 1848	13 1	5 0	- -	-- There was no capital specifically authorized to be raised for the construction of this Branch.
Bollington Branch - - -	9 & 10 Vic. c. 80	26 June 1849	2 20	2 20	- -	-- No capital was authorized to be raised by this Act.
Huyton and Aston - - -	9 & 10 Vic. c. 261	27 July 1849	31 0	26 0	1,533,333	
Huyton, Prescott and St. Helen's - - -						
Warrington and Kenyon - - -						
Warrington and Parkside - - -	9 & 10 Vic. c. 193	16 July 1849	12 0½	12 0½	240,000	
Huyton and Warrington Branch - - -						
Weedon and Northampton Branch - - -	9 & 10 Vic. c. 309	3 Aug. 1849	5 73	5 73	125,000	
Newport Pagnell, Olney and Wellingborough Branch.	10 & 11 Vic. c. 107	2 July 1850	20 36	20 36	500,000	
Atherstone and Whitesacre - - -	10 & 11 Vic. c. 118	2 July 1850	6 56	6 56	173,333	
St. Alban's, Luton and Dunstable - - -	10 & 11 Vic. c. 132	9 July 1850	22 53	22 53	462,000	
Birmingham and Lichfield - - -	10 & 11 Vic. c. 139	9 July 1850	13 50	13 50	350,000	
Portobello and Wolverhampton - - -	10 & 11 Vic. c. 188	9 July 1850	2 7½	2 7½	50,000	
Kenilworth and Berkswell - - -	10 & 11 Vic. c. 278	22 July 1850	5 -	5 0	203,000	
Widnes Branch - - -	10 & 11 Vic. c. 294	23 July 1850	1 22½	1 22½	31,000	
Prescotbrook Colliery Branch - - -			0 40	0 40		
London, Brighton and South Coast:						
East Grinstead Branch - - -	9 Vic. c. 54	18 June 1849	6 60	6 60	225,332	
Littlehampton Branch - - -	9 Vic. c. 68	18 June 1848	1 20	1 20		
Steyning Branch - - -	9 Vic. c. 69	18 June 1849	4 0	4 0		
Manchester, Buxton, Matlock and Midlands Junction - - -	9 & 10 Vic. c. 192 10 & 11 Vic. c. 247	16 July 1849 22 July 1850	47 27	9 5	—	

RETURN from each Railway Company, showing the Length of each Line, the Capital appropriated for Construction, &c.—continued.

NAME OF EACH RAILWAY, OR BRANCH RAILWAY.	ACT under which authorized.	Date of Expiration of Powers for Compulsory Purchase of Land.	Length of Line authorized to be constructed by each Act.	Length of Line, and Capital appropriated by Parliament for the Construction of such Lines, for which the Powers for the compulsory Purchase of Land have been allowed to expire without the Exercise of such Powers.		REMARKS.
				Length of Line.	Capital.	
			M. c.	M. c.	£.	
Monkland :						
Bathgate Branch - - - - -	9 & 10 Vic. c. 151	16 July 1849	5 19	4 35	81,333	
Chapelhall Branch - - - - -	9 & 10 Vic. c. 179	16 July 1849	2 44	2 44	48,000	
Newmarket :						
Cambridge Branch - - - - -	9 & 10 Vic. c. 172	16 July 1849	23 12	6 30	—	
Thetford Extension - - - - -	10 Vic. c. 20 - -	8 June 1850	19 56	19 56	568,666	
Bury Extension - - - - -	10 Vic. c. 12 - -	8 June 1850	22 76	22 76	413,333	
Newry and Enniskillen - - - - -	8 & 9 Vic. c. 129	21 July 1848	71 55	67 0	1,100,100	- - Balance of capital and loan.
Norfolk :						
Fakenham to Wells and Blakeney - -	9 & 10 Vic. c. 169	16 July 1849	29 20	16 74½	400,000	
Wymondham to Diss - - - - -	10 & 11 Vic. c. 94	2 July 1850	11 55	11 55	213,333	
Reedham to Diss and Halesworth Branch -	10 & 11 Vic. c. 64	25 June 1850	37 13	37 13	573,333	
Northampton and Banbury - - - - -	10 & 11 Vic. c. 178	9 July 1850	21 73	21 73	666,600	
North British :						
Cockenzie Branch - - - - -	9 & 10 Vic. c. 73	26 June 1849	1 20	1 20	- -	- - No portion of the capital authorized by these Acts is specifically appropriated to the construction of these Branches.
Selkirk and Jedburgh Branches - - -	9 & 10 Vic. c. 74	26 June 1849	12 40	12 40	—	
Haddington Branch Extension - - -	10 & 11 Vic. c. 136	9 July 1850	1 0	1 0	—	
Oxford, Worcester and Wolverhampton :						
Worcester Branch - - - - -	8 & 9 Vic. c. 184	4 Aug. 1850	1 35½	1 35½	- -	- - No portion of the capital authorized by the Act is specifically appropriated to the Branches.
Stourbridge Branch - - - - -			0 72	0 72	—	
Kingswinford Branch - - - - -			2 50	2 50	—	
Shrewsbury and Chester :						
Part of Crickheath Branch, and the whole of Wem Branch.	9 & 10 Vic. c. 274	27 July 1849	13 39	11 19	240,000	
Shropshire Union Railways and Canal :						
Newton to Crewe - - - - -	9 & 10 Vic. c. 324	3 Aug. 1849	69 16	69 16	2,000,000	
Chester and Wolverhampton - - - - -	9 & 10 Vic. c. 322	3 Aug. 1849	45 7	45 7	1,333,334	
Stone Branch - - - - -	9 & 10 Vic. c. 323	3 Aug. 1849	7 10	7 10	—	
Abbey Foregate Branch - - - - -			0 19½	0 19½	—	
Shallowford Branch - - - - -			0 49	0 49	—	
South Devon :						
Sutton Pool Branch - - - - -	9 & 10 Vic. c. 402	28 Aug. 1849	6 56½	1 57½	—	
Brixham Extension and Torquay Extension -	10 & 11 Vic. c. 242	22 July 1850	8 64	8 64	320,000	
South Staffordshire :						
Darleston Branch - - - - -	9 & 10 Vic. c. 300	3 Aug. 1849	1 40	11 36½	118,500	
Daw End Branch - - - - -			0 57½			
Cannock Branch - - - - -	10 & 11 Vic. c. 189	9 July 1849	7 25½			
Wyrley Branch - - - - -			0 33½			
Norton Branch - - - - -			1 40			
South Wales :						
Monmouth Branch - - - - -	8 & 9 Vic. c. 190	- Aug. 1850	23 15	19 0	—	
York and North Midland :						
Leeds Extension - - - - -	9 & 10 Vic. c. 89	26 June 1849	14 61	14 61	480,000	
Branch from Harrogate to Knaresborough and Boroughbridge.	10 & 11 Vic. c. 219	22 July 1850	10 40	10 40	175,000	
Branch to Castleton from Whitby and Pickering Railway.	9 Vic. c. 59 - -	18 June 1849	11 0	11 0	90,000	
Hornsea Branch - - - - -	9 Vic. c. 66 - -	18 June 1849	27 20	11 0	—	
Dock Branch at Hull, and part of Market Weighton Branch.	9 Vic. c. 65 and c. 66	18 June 1849	35 10	13 50	—	
York, Newcastle and Berwick :						
Pelaw and other Branches - - - - -	10 & 11 Vic. c. 134	9 Feb. 1850	17 32	16 70	298,633	
TOTAL - - -			1,260 42	996 78½	21,930,543	

Office of Commissioners of Railways,
Whitehall, 29 July 1851.Duncan Mac Gregor,
Registrar.

RAILWAYS.

RETURN, showing for each RAILWAY COMPANY the Amount of CAPITAL and LOANS which the Company has been authorized to raise by Acts passed previous to and in 1850; the AMOUNT of SHARE CAPITAL actually Paid up on the 31st day of December 1850, &c.

RETURN of the AMALGAMATION of RAILWAY COMPANIES effected during 1850;—and,

RETURN showing the Length of each Line for which the Powers granted by Parliament for the compulsory Purchase of the Land required for their Construction have been allowed to expire without the Exercise of such Powers, &c.

(*Mr. Labouchere.*)

*Ordered, by The House of Commons, to be Printed,
1 August 1851.*

RAILWAYS.

RETURN, showing the Number of **PASSENGERS** Conveyed on all the **RAILWAYS** in *England* and *Wales*, *Scotland*, and *Ireland*, respectively, during the Half-year ended the 31st December 1850, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c. ; compiled from Returns made to the Commissioners of Railways, in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ; also, the Length of Railway Open at the Commencement and at the Termination of the Half-year ; together with a **SUMMARY**, comparing the Traffic with that in the corresponding Period of 1849.

(PRESENTED BY HER MAJESTY'S COMMAND.)

Ordered, by The House of Commons, to be Printed,
20 May 1851.

ENGLAND AND WALES.

RETURN, showing the Number of PASSENGERS Conveyed on all the RAILWAYS in *England* and *Wales* during the Half-year ended the 31st Returns made to the Commissioners of Railways, in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97;

NAME OF RAILWAY COMPANY.	Length Open on 1 July 1850.	Length Open on 31 Dec. 1850.	NUMBER OF PASSENGERS.					Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parlia- mentary Class.	TOTAL Passengers.	1st Class.	2d Class.	3d Class.	Parlia- mentary Class.
Aberdare - - - - -	<i>M. Cks.</i>	<i>M. Cks.</i>						<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
	See "Taff Vale."										
Ambergate, Nottingham and Boston, and } Eastern Junction (from 15th July) - }	-	19 60	2,301	11,073	20,642	14,014	47,930	3	2	1	1
Bedford - - - - -	See "London and North Western."										
Birkenhead, Lancashire and Cheshire } Junction - - - - - }	16 1½	32 70½	47,354	126,801	66,355	47,709	288,013	2½ & 2	2 & 1½	½ & ½	1
Bodmin and Wadebridge - - - - -	14 56	14 56	-	-	1,802	-	1,802	{ inside 1½ d.; outside, 1 d.; re- turn tickets same day half price }			
Bolton, Blackburn, Clitheroe and West } Yorkshire - - - - - }	See "Lancashire and Yorkshire."										
Bristol and Exeter - - - - -	86 0	86 0	40,874	221,542	-	76,942	339,358	2·742	1·900	-	1
Buckinghamshire - - - - -	See "London and North Western."										
Canterbury and Whitstable - - - - -	See "South Eastern."										
Chester and Holyhead - - - - -	84 36	84 36	42,511	77,209	68,061	49,842	238,623	3 & 2½	2½ & 1½	1½ & ½	1
(The Amount entered for "Mails" was the sum received during the half- year, the question as to the amount to be paid was under arbitration.)											
Clarence - - - - -	37 0	37 0	4,739	24,880	-	20,362	49,981	1·74	1·25	-	1
Cockermouth and Workington - - - - -	8 40	8 40	2,155	11,449	-	16,174	29,778	3	1·75	-	½
Colchester, Stour Valley, Sudbury and } Halstead - - - - - }	See "Eastern Union."										
East and West India Docks and Birming- } ham Junction (from 26th September) }	-	7 9	31,890	133,493	-	57,952	223,335	-	-	-	-
East and West Yorkshire Junction - - - - -	14 12	14 12	2,138½	5,858½	9,763½	9,537	27,297½	2½	1½	1	½
East Anglian - - - - -	66 70	66 70	9,535	29,429	54,156	34,649	127,769	2·34	1·57	·89	·97
Eastern Counties - - - - -	324 32½	324 32½	226,714	801,541	404,253	286,830	1,719,338	2·186	1·446	·757	·945
(Including "Northern and Eastern," "Norfolk," and "Lowestoft.")											
Eastern Union - - - - -	95 16	95 16	26,307	99,505	28,433	70,526	224,771	2·05	1·35	·70	·91
(Including "Colchester, Stour Valley, Sudbury and Halstead.")											
East Lancashire - - - - -	73 40	77 37½	65,387½	314,299	111,641	537,182	1,028,509½	1·98	1·46	·31	·85
East Lincolnshire - - - - -	47 10	47 10	6,903	33,818½	-	37,920	78,641½	2	1½	-	1
Furness - - - - -	17 40	17 40	2,949	8,952	8,280	-	20,181	2·05	1·67	·84	-
Great Northern - - - - -	97 40½	176 47½	66,784	213,837½	16,001	168,447	465,069½	2	1½	½	1
(See "East Lincolnshire" and "Roy- ston and Hitchin" for traffic on those Railways, which are leased by Great Northern Railway Company.)											
Great North of England - - - - -	See "York, Newcastle and Berwick."										
Great North of England, Clarence and } Hartlepool Junction - - - - - }	See "York, Newcastle and Berwick."										
Great Western - - - - -	228 13	258 69	193,046½	919,729½	-	263,705	1,376,481	2·744	1·878	-	1
(Including "Wilts, Somerset and Weymouth.")											
Hartlepool Dock and Railway - - - - -	See "York, Newcastle and Berwick."										
Hull and Selby - - - - -	See "York and North Midland."										

ENGLAND AND WALES.

December 1850, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from also, the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
436 13 6	1,379 9 2	1,017 1 6	585 15 10	3,419 - -	3,386 4 10	6,805 4 10
5,126 9 8	10,014 14 3	1,777 13 9	2,386 2 -	19,304 19 8	11,436 1 9	30,741 1 5
- - -	- - -	58 4 9	- - -	58 4 9	795 15 4	854 - 1
21,565 17 3	45,756 10 1	- - -	11,695 9 7	79,017 16 11	33,757 1 6	112,774 18 5
18,358 7 4	16,557 15 1	4,517 15 10	3,848 - 5	43,281 18 8	20,966 19 8	64,248 18 4
227 4 6	752 15 8	- - -	598 4 10	1,578 5 -	21,364 4 5	22,942 9 5
147 11 5	519 1 1	- - -	434 19 2½	1,101 11 8½	2,447 19 3	3,549 10 11½
714 18 6	2,140 17 10	- - -	667 18 -	3,523 14 4	- - -	3,523 14 4
284 15 6	456 17 2	394 19 3½	325 8 8	1,462 - 7½	651 10 4½	2,113 11 -
1,705 8 2	2,950 13 1½	2,456 19 3	1,785 1 3½	8,898 1 10	8,897 19 -	17,796 - 10
63,386 9 5	68,733 19 1	18,986 6 11	36,284 7 8	202,391 3 1	167,833 10 10	370,224 13 11
6,710 1 4½	12,994 5 5½	2,473 13 6	5,789 15 11½	27,967 16 3½	31,511 3 4½	59,478 19 8
7,909 7 7	20,912 3 4	3,049 12 11	19,990 14 2½	51,861 18 -½	51,909 11 4	103,771 9 4½
197 3 5	5,313 14 -	- - -	3,963 9 5½	9,474 6 10½	8,884 3 -½	18,358 9 11
216 12 8	491 17 5	219 19 11	- - -	928 10 -	7,315 10 10	8,244 - 10
33,301 18 6	40,767 14 2	972 8 7	10,226 4 2½	85,268 5 5½	51,836 17 8½	137,105 3 2
92,667 19 -	160,669 6 7	- - -	43,450 17 -	296,788 2 7	141,008 11 2	437,796 13 9

RETURN of the Number of Passengers Conveyed on all the Railways in *England and Wales* during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 1 July 1850.	Length Open on 31 Dec. 1850.	NUMBER OF PASSENGERS.					Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parlia- mentary Class.	TOTAL Passengers.	1st Class.	2d Class.	3d Class.	Parlia- mentary Class.
	<i>M. Chs.</i>	<i>M. Chs.</i>						<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
Kendal and Windermere - - -	10 24	10 24	13,812	30,133	- -	19,960	63,905	3 $\frac{1}{2}$	2 $\frac{1}{2}$	- -	1
Lancashire and Yorkshire - - - (Including "Bolton, Blackburn, Clitheroe and West Yorkshire," "Manchester and Southport," "Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole," and part of "North Union.")	267 5	273 29	187,189 $\frac{1}{2}$	956,663	- -	1,714,419 $\frac{1}{2}$	2,858,272	2·03	1·49	- -	·82
Lancaster and Carlisle - - - (Including "Lancaster and Preston Junction.")	90 47	90 47	47,468	76,482	- -	98,362	222,312	2 $\frac{1}{2}$	1 $\frac{5}{8}$	- -	1
Lancaster and Preston Junction - -	See "Lancaster and Carlisle."										
Leeds and Bradford - - -	See "Midland."										
Leeds and Thirak - - -	39 13 $\frac{1}{2}$	39 13 $\frac{1}{2}$	12,135	33,968	69,319	67,515	182,937	2 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{1}{2}$	1
Liskeard and Caradon - - - (This Line is not open for passengers.)	8 60	8 60	- -	- -	- -	- -	- -	- -	- -	- -	- -
Liverpool, Crosby and Southport - -	12 65	16 25	39,224	29,759	- -	72,921	141,904	2 $\frac{1}{2}$	2	- -	1
Llanelly Railway and Dock - - -	28 20	28 20	847	956	3,719	- -	5,522	2	1 $\frac{1}{2}$	1	- -
Llynvi Valley - - - (This Line is not open for passengers.)	17 51	17 51	- -	- -	- -	- -	- -	- -	- -	- -	- -
London and Blackwall - - - (This return is exclusive of 187,116 passengers conveyed over the Line by, and 1,197 <i>l.</i> 6 <i>s.</i> 10 <i>d.</i> receivable as toll from, the East and West India Docks and Birmingham Junction Railway Company.)	5 17	5 17	301,144	1,347,044	- -	21,731	1,669,919	- -	- -	- -	- -
London and Greenwich - - -	3 60	3 60	144,784	372,400	485,684	16,876	1,019,743	2·00	1·50	1·00	·77
London and North-Western - - - (Including "Bedford," "Buckinghamshire," "West London," and part of "North Union.")	566 7 $\frac{1}{2}$	594 77 $\frac{1}{2}$	533,942	1,412,925	448,550	1,519,614	3,915,031	2·170	1·420	·915	·992
London and South-Western - - - (Passengers by excursion-trains are entered as 3d class.)	239 70	239 70	350,541	1,168,378	205,677 $\frac{1}{2}$	196,854	1,921,450 $\frac{1}{2}$	2·06	1·42	{ 1 & ·33 }	·97
London, Brighton and South Coast -	163 24	163 24	275,206	568,651	463,286	302,886	1,610,029	{ 2·84 & 2·19 }	1·73	·81	·92
Lowestoft Railway and Harbour - -	See "Eastern Counties."										
Manchester and Southport - - -	See "Lancashire and Yorkshire."										
Manchester, Buxton, Matlock and Mid-lands Junction - - -	11 42	11 42	9,851	30,866	5,088	12,790	58,595	2 $\frac{1}{2}$	2	1	1
Manchester, Sheffield and Lincolnshire -	165 25 $\frac{1}{2}$	165 25 $\frac{1}{2}$	61,070	178,802	29,021	907,554	1,176,447	1·993	1·499	1·240	·805
Manchester South Junction and Altrincham	9 26	9 26	69,245	54,791	- -	294,093	418,129	1 $\frac{1}{2}$	1	- -	$\frac{3}{4}$
Maryport and Carlisle - - -	28 28	28 28	4,606	19,958	- -	45,547	70,111	3	2	- -	1
Middlesbro' and Redcar - - -	See "Stockton and Darlington."										
Midland - - - (Including "Leeds and Bradford" and "Oxford, Worcester and Wolverhampton.")	484 63	489 48	229,586	745,263	1,566,277	557,956	3,099,082	3	2	1	1
Mold - - -	13 79	13 79	6,053	5,524	13,276	5,313	30,166	2 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{1}{4}$ & $\frac{1}{2}$	1
Monmouthshire Railway and Canal - (Passengers were conveyed only from 23d December.)	28 0	28 0	27	207	- -	1,765	1,999	3	1 $\frac{1}{2}$	- -	1
Newcastle-upon-Tyne and Carlisle - -	65 20	65 20	10,395	73,342	- -	199,820	283,557	2·2	1·7	- -	1
Newmarket - - - (This Line was temporarily closed till the 8th September 1850; the fares given are those charged in the preceding half-year.)	16 69	16 69	4,167	2,870	- -	3,243	10,280	3·586	2·089	1·150	·995

ended 31 December 1850 ; showing the different Classes, the Receipts from each Class, and from Goods, &c.—*continued*.

RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1,351 5 8	1,912 1 7	- - - -	354 16 3	3,618 3 6	850 1 8	4,468 5 2
27,871 10 - $\frac{1}{2}$	69,324 15 6 $\frac{1}{2}$	- - - -	72,577 17 8 $\frac{1}{2}$	169,774 3 3 $\frac{1}{2}$	220,197 18 4	389,972 1 7 $\frac{1}{2}$
25,956 4 6 $\frac{1}{2}$	17,752 12 10 $\frac{1}{2}$	- - - -	11,381 15 11	55,090 13 3 $\frac{1}{2}$	43,815 14 8	98,906 7 11 $\frac{1}{2}$
3,382 1 10	5,007 12 2	4,810 9 11	4,253 13 1	17,453 17 -	10,661 2 6	28,114 19 6
- - - -	- - - -	- - - -	- - - -	- - - -	989 4 8	989 4 8
2,998 12 9	2,373 18 6	- - - -	2,057 6 4	7,429 17 7	802 6 5	8,232 4 -
69 6 11	57 14 6	201 6 8	- - - -	328 8 1	5,908 5 6	6,236 13 7
- - - -	- - - -	- - - -	- - - -	- - - -	3,493 17 8	3,493 17 8
5,477 7 1	17,980 - 8	- - - -	153 15 7	23,611 3 4	978 4 2	24,589 7 6
3,885 19 4	8,442 17 10	8,189 7 5	179 13 6	20,697 18 1	186 11 9	20,884 9 10
272,392 17 9	242,243 - 6 $\frac{1}{2}$	16,847 6 5	123,616 3 2	655,099 7 10 $\frac{1}{2}$	685,670 3 4 $\frac{1}{2}$	1,340,769 11 3
67,310 13 1	108,826 10 10	13,396 17 - $\frac{1}{2}$	28,449 16 3	217,983 17 2 $\frac{1}{2}$	87,241 10 2 $\frac{1}{2}$	305,225 7 5
84,306 18 -	87,118 12 1	23,039 18 8	30,730 5 -	225,195 13 9	62,840 7 5	288,036 1 2
836 7 3	1,756 10 10	156 16 8	383 19 5	3,133 14 2	1,592 4 2	4,725 18 4
8,332 5 6 $\frac{1}{2}$	15,770 8 4 $\frac{1}{2}$	2,111 5 5 $\frac{1}{2}$	34,568 19 - $\frac{1}{2}$	60,782 18 4 $\frac{1}{2}$	78,893 5 2 $\frac{1}{2}$	139,676 3 7
2,281 15 5	1,388 15 8	- - - -	5,294 12 4 $\frac{1}{2}$	8,965 3 5 $\frac{1}{2}$	363 16 8	9,329 - 1 $\frac{1}{2}$
1,057 9 5	2,807 4 6	- - - -	2,620 7 6	6,485 1 5	11,390 - 10	17,875 2 3
71,822 1 6	111,996 2 7	66,568 15 8	38,927 18 11	289,314 18 8	323,896 8 5	613,211 7 1
318 2 4	255 11 -	280 - 4	149 15 1	1,003 8 9	2,388 14 6	3,392 3 3
2 6 9	11 17 6	- - - -	70 10 6	84 14 9	18,505 5 -	18,589 19 9
2,478 3 9	6,366 12 11	- - - -	10,416 19 8	19,261 16 4	41,780 4 4	61,042 - 8
918 13 2	384 10 6	- - - -	257 1 11	1,560 5 7	1,613 9 1	3,173 14 8

RETURN of the Number of Passengers Conveyed on all the Railways in *England* and *Wales*, during the Half-year

NAME OF RAILWAY COMPANY.	Length Open on 1 July 1850.	Length Open on 31 Dec. 1850.	NUMBER OF PASSENGERS.					Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parlia- mentary Class.	TOTAL Passengers.	1st Class.	2d Class.	3d Class.	Parlia- mentary Class.
	<i>M. Chs.</i>	<i>M. Chs.</i>						<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
Norfolk - - - - -											
<i>See "Eastern Counties."</i>											
Northern and Eastern - - - -											
<i>See "Eastern Counties."</i>											
North Staffordshire - - - - -	112 19½	112 19½	40,550½	120,853½	46,723	274,668½	482,795½	2½	1½	1¼	1
North Union - - - - -											
<i>See "London and North Western," and "Lancashire and Yorkshire."</i>											
North Western - - - - -	46 24	46 24	10,219	55,924	- -	37,412½	103,555½	2½	1½	- -	1
Oxford, Worcester and Wolverhampton -											
<i>See "Midland."</i>											
Preston and Longridge - - - -	6 40	6 40	364	1,777	22,659	- -	24,800	2	1½	1	- -
(This Line is leased by the Fleetwood, Preston and West Riding Junction Railway Company.)											
Reading, Guildford and Reigate - -											
<i>See "South Eastern."</i>											
Royston and Hitchin - - - - -	- -	12 60	1,179½	3,317½	- -	2,651½	7,148½	2	1½	- -	1
(From 21st October.)											
St. Helen's Canal and Railway - -	11 55	11 55	17,753	25,747	- -	67,690	111,190	1½	1½	- -	1
Saundersfoot Railway and Harbour -	7 0	7 0	- -	- -	- -	- -	- -	- -	- -	- -	- -
(This Line is not open for passengers.)											
Sheffield, Rotherham, Barnley, Wakefield, } Huddersfield and Goole - - - }											
<i>See "Lancashire and Yorkshire."</i>											
Shrewsbury and Birmingham - - -	29 34½	29 34½	13,421	79,653	124,479	- * -	217,553	2	1½	½	- -
Shrewsbury and Chester - - - -	55 77	55 77	25,924	87,681	- -	90,006	203,811	2·4	1·7	- -	1
Shropshire Union Railways and Canal -	18 28	18 28	14,492½	51,712	- -	146,308½	212,513	1½	1½	- -	½
South Devon - - - - -	56 74	56 74	46,455	187,717	5,554	70,743	310,469	2·109	1·556	·462	·994
South Eastern - - - - -	207 47½	207 47½	305,386	776,214	1,019,481	211,770	2,312,851	2·27	1·34	·73	·90
(Including "Canterbury and Whitstable," and "Reading, Guildford and Reigate."— <i>See</i> "London and Greenwich" for traffic upon that Railway, which is leased by South Eastern Railway Company.)											
South Staffordshire - - - - -	24 52	24 52	14,797	86,668	- -	241,736	348,201	1½	1½	- -	½
South Wales - - - - -	74 56	74 56	15,686	128,590	45,314	36,609	226,199	2½	1½	1	1
South Yorkshire - - - - -	7 56	7 56	4,113½	25,468½	21,028½	12,456	63,066½	2	1½	1	1
Stockton and Darlington - - - -	89 12	89 12	18,059	150,112	42,407	1,275	211,853	1·87	1·28	1·07	1
(Including "Middlesbro' and Redcar," and "Wear Valley.")											
Stockton and Hartlepool - - - -	8 0	8 0	4,296	19,715	- -	17,764	41,775	1·94	1·45	- -	·98
<i>See "Clarence" for traffic upon that line which is leased by the Stockton and Hartlepool Railway Company.</i>											
Taff Vale (including Aberdare) - -	42 54	42 54	7,300	30,153	99,406	- -	136,859	2	1½	1	- -
Taw Vale Railway and Dock - - -	2 52	2 52	- -	- -	- -	- -	- -	- -	- -	- -	- -
(This Line is not open for passengers.)											
Wear Valley - - - - -											
<i>See "Stockton and Darlington."</i>											
West Cornwall - - - - -	17 17	17 17	6,080	2,959	- -	32,849	41,888	1·34	1·29	- -	1
West London - - - - -											
<i>See "London and North Western."</i>											
Whitehaven and Furness Junction -	20 69	33 64	5,040	21,985	- -	21,204	48,229	2·3	1·7	- -	1
Whitehaven Junction - - - - -	12 2½	12 2½	7,627	48,636	- -	25,161	81,424	2½	2	- -	1
Wilts, Somerset and Weymouth - -											
<i>See "Great Western."</i>											
York and North Midland - - - -	263 30	263 30	101,918	217,724½	365,855	176,020	861,517½	2·85	2·00	1·42	·97
(Including "Hull and Selby.")											
York, Newcastle and Berwick - -	298 60	301 58	143,247	524,363	981,448	131,675	1,780,733	2·430	1·439	·762	1
(Including "Great North of England," "Hartlepool" and "Great North of England, Clarence and Hartlepool Junction.")											
TOTAL (ENGLAND and WALES) -	4,901 4½	5,130 54½	3,876,589	12,789,569	6,854,542½	9,348,999½	32,869,700	- -	- -	- -	- -

* Included in 3d Class.

ended 31 December 1850, showing the different Classes, the Receipts from each Class, and from Goods, &c.—continued.

RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
6,009 7 6½	11,473 6 5½	2,030 10 9	12,691 5 -	32,204 9 9	31,713 12 9	63,918 2 6
1,556 12 5	4,051 6 1½	- - - -	1,610 - 1	7,217 18 7½	6,832 - 9½	14,049 19 5
18 4 -	59 19 8	567 2 4	- - - -	645 6 -	747 18 11	1,393 4 11
70 14 4	285 1 3	- - - -	84 15 11	440 11 6	284 14 8	725 6 2
305 4 6	381 13 8	- - - -	1,123 7 5 7	1,810 13 9	8,437 1 5	10,247 15 2
- - - -	- - - -	- - - -	- - - -	- - - -	294 8 8	294 8 8
1,932 14 6	5,554 17 6	3,903 2 2	- - - -	11,390 14 ½	5,896 7 6	17,287 1 8
4,275 13 3	8,879 1 3	- - - -	4,887 8 3	15,042 2 9	22,989 15 5	41,022 18 2
1,784 12 ¼	3,207 18 2½	- - - -	1,489 7 11½	6,481 18 3½	6,238 - 5½	12,719 18 8½
9,251 7 5	21,212 17 1	405 18 11	6,451 13 4	37,321 16 9	8,738 13 1	46,060 9 10
98,415 - 4	95,285 9 1	40,115 5 1½	21,586 10 7	255,402 5 1	79,268 16 7	334,671 1 8
1,513 5 4½	4,316 8 4½	- - - -	6,805 12 5½	12,635 6 1½	7,165 13 ½	19,800 19 2½
3,959 6 5	12,981 17 -	2,931 8 10	2,283 15 3	22,156 7 6	2,749 13 3	24,906 - 9
279 18 11	1,172 13 2½	653 18 3½	374 - 10½	2,480 11 3½	3,019 2 1	5,499 13 4½
1,480 5 3	7,305 15 4	1,047 7 6½	26 5 2½	8,859 13 4	77,322 12 8½	87,182 6 ½
215 15 -	765 6 -	- - - -	598 16 4	1,579 17 4	9,440 3 4	11,020 - 8
954 4 7	2,215 11 1	4,785 17 1	- - - -	7,955 12 9	52,917 9 5	60,873 2 2
- - - -	- - - -	- - - -	- - - -	- - - -	16 10 11½	16 10 11½
249 17 6	48 17 4	- - - -	742 19 11	1,041 14 9	6,789 16 4	7,781 11 4
295 16 3	1,003 15 3	- - - -	868 13 5	2,168 4 11	1,362 13 10	3,530 18 9
512 8 11	2,167 14 6	- - - -	786 5 4	3,466 8 9	2,496 12 9	5,963 1 6
25,426 7 5½	34,579 6 2½	25,519 - 5	14,238 6 6½	99,763 - 9	124,465 5 9	224,228 6 6
34,860 10 11½	46,025 9 8½	31,345 13 8	16,113 11 2	128,345 5 6½	242,142 8 9	370,487 14 3½
1,029,374 6 10½	1,370,163 8 10½	284,832 5 6½	601,240 18 8½	3,285,611 - ½	2,869,332 13 4½	6,154,943 13 5

* Included in 3d Class.

SCOTLAND. - - - - -

RETURN, showing the Number of PASSENGERS Conveyed on all the RAILWAYS in Scotland during the Half-year ended the 31st December made to the Commissioners of Railways, in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97;

NAME OF RAILWAY COMPANY.	Length Open on 1 July 1850.	Length Open on 31 Dec. 1850.	NUMBER OF PASSENGERS.					Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parlia- mentary Class.	TOTAL Passengers.	1st Class.	2d Class.	3d Class.	Parlia- mentary Class.
Aberdeen - - - - - (Including "Arbroath and Forfar.")	M. Chs. 72 68	M. Chs. 72 68	15,677	53,306½	142,401	43,820	255,204½	d. 2	d. 1½	d. 1½	d. 1
Arbroath and Forfar - - - - -	See "Aberdeen."										
Ardrossan - - - - - (Including "Glasgow, Kilmarnock and Ardrossan.")	14 22	14 22	5,519	48,931½	- -	- -	54,450½	2	1	- -	- -
Caledonian - - - - - (Including "Wishaw and Coltness.")	165 59	165 59	49,118½	74,292	63,125	320,750½	507,286	2·422	1·672	1·111	·824
Caledonian and Dumbartonshire Junction (From 15th July.)	- -	8 3	23,896	- -	- -	93,876	117,772	1½	- -	- -	1
Drumpeller - - - - - (This Line is not open for passengers, and is the property of the Forth and Clyde Canal Company.)	0 69	0 69	- -	- -	- -	- -	- -	- -	- -	- -	- -
Dundee and Arbroath - - - - -	17 0	17 0	15,160	42,142	- -	148,672	205,974	1·76	1·41	- -	·94
Dundee and Newtyle - - - - -	See "Dundee and Perth and Aberdeen Railway Junction."										
Dundee and Perth and Aberdeen Railway } Junction (Including "Dundee and Newtyle.")	31 13	31 13	6,473	21,423	33,955	91,938	153,789	1·75	1·29	1·14	1
Edinburgh and Bathgate - - - - -	10 35½	11 45½	686	1,620	- -	14,236	16,542	2	1½	- -	1
Edinburgh and Glasgow - - - - -	73 36½	80 36½	46,416	101,484	125,014	292,834	565,748	2½ & 2	1½ & 1½	1½ & ½	1
Edinburgh, Perth and Dundee - - -	72 5½	72 5½	54,988	154,024	418,996	90,812	718,820	2½	2	1½	1
General Terminus and Glasgow Harbour - (This Line is not used for passengers.)	0 75½	0 75½	- -	- -	- -	- -	- -	- -	- -	- -	- -
Glasgow and South Western - - - - - (Including "Kilmarnock and Troon;" also the goods traffic on the Glasgow, Dumfries and Carlisle Railway during the half-year, and the passenger traffic on that Line from the 26th October.)	107 42½	171 63	35,137	137,846	- -	402,411	575,394	2	1½	- -	1
Glasgow, Barrhead and Neilston Direct -	8 33	8 33	7,103	15,483	109,030	1,860	133,476	1½	1½	½	½
Glasgow, Dumfries and Carlisle - - - (This Return includes the passenger traffic only from 1st July to 26th Octo- ber; the remaining traffic during the half-year, and the length open on 31st December, being comprised in the re- turn of the Glasgow and South Western Railway Company, as this Line is now part of their Railways.)	39 32½	- -	3,258	13,512	- -	32,176	48,946	2	1½	- -	1
Glasgow, Kilmarnock and Ardrossan - (This Line is not open for passengers.)	See "Ardrossan."										
Glasgow, Paisley and Greenock - - -	19 8	19 8	31,646	- -	- -	404,607	436,253	1·43	- -	- -	·72 & 32
Kilmarnock and Troon - - - - -	See "Glasgow and South Western."										
Monkland - - - - -	35 72	35 72	2,619	9,354½	93,393½	- -	105,367	1·3	1·0	·8	- -
North British - - - - -	145 4	145 4	76,853½	207,046	105,748½	506,444	896,092	2½ & 2½	1½ & 1½	1½	1
Scottish Central - - - - -	45 0	49 45	19,813	57,766	4,358	131,195	213,132	2½	1½	1½	1
Scottish Midland Junction - - - - -	32 47	34 27	10,119	24,162	- -	69,596	103,877	2	1½	- -	1
Stirling and Dunfermline - - - - - (From 28th August.)	- -	13 60	883	1,955	13,590	4,152	20,580	2½	2	1½	1
Wishaw and Coltness - - - - -	See "Caledonian."										
TOTAL (SCOTLAND) - - -	891 62½	952 68½	405,365	964,347½	1,109,611	2,649,379½	5,128,703	- -	- -	- -	- -

SCOTLAND.

1850, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c. ; compiled from Returns also, the Length of Railway Open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
3,497 3 10	6,553 8 $\frac{1}{2}$	7,485 16 6	3,000 1 8 $\frac{1}{2}$	20,536 10 1 $\frac{1}{2}$	16,284 17 1	36,821 7 2 $\frac{1}{2}$
347 8 11 $\frac{1}{2}$	963 10 8 $\frac{1}{2}$	- - - -	- - - -	1,310 19 8	3,826 16 10 $\frac{1}{2}$	5,137 16 6 $\frac{1}{2}$
26,939 3 9 $\frac{1}{2}$	16,347 11 4	7,630 10 3	16,582 6 3 $\frac{1}{2}$	67,499 11 8	113,375 6 3 $\frac{1}{2}$	180,874 17 11 $\frac{1}{2}$
775 17 10	- - - -	- - - -	1,523 17 1	2,299 14 11	126 10 1	2,426 5 -
- - - -	- - - -	- - - -	- - - -	- - - -	536 11 10 $\frac{1}{2}$	536 11 10 $\frac{1}{2}$
834 10 10	1,730 13 9	- - - -	4,189 5 7	6,754 10 2	3,892 7 9	10,646 17 11
691 17 10	1,556 17 6	1,363 13 9 $\frac{1}{2}$	3,815 1 11 $\frac{1}{2}$	7,427 11 1	10,457 16 2 $\frac{1}{2}$	17,885 7 3 $\frac{1}{2}$
39 13 7	77 8 -	- - - -	427 4 1	544 5 8	403 17 1	948 2 9
12,008 14 4	16,996 4 10	12,182 18 8	18,561 12 7	59,749 10 5	44,998 8 5	104,747 18 10
7,632 7 2 $\frac{1}{2}$	13,163 2 4	14,567 6 6 $\frac{1}{2}$	5,874 11 2	41,237 7 3	27,128 3 5	68,365 10 8
- - - -	- - - -	- - - -	- - - -	- - - -	602 4 11	602 4 11
5,559 16 8	12,403 8 10	- - - -	19,346 14 6	37,310 - -	47,155 8 1	84,465 8 1
302 12 10	477 10 11	1,987 3 10	35 8 6 $\frac{1}{2}$	2,802 16 1 $\frac{1}{2}$	2,323 - 10 $\frac{1}{2}$	5,125 17 -
496 2 8	1,158 - 3	- - - -	1,611 7 9	3,265 10 8	262 18 4	3,528 9 -
2,963 7 4	- - - -	- - - -	15,961 8 7	18,924 15 11	9,986 17 7	28,911 13 6
75 14 9	189 17 6	1,746 6 11	- - - -	2,011 19 2	13,041 - 8	15,052 19 10
11,711 4 11 $\frac{1}{2}$	15,002 7 9 $\frac{1}{2}$	9,589 2 3 $\frac{1}{2}$	11,498 16 3	47,801 11 3 $\frac{1}{2}$	48,391 17 1 $\frac{1}{2}$	96,193 8 5
4,398 17 9	7,639 13 5 $\frac{1}{2}$	189 9 4	7,623 7 - $\frac{1}{2}$	19,851 7 6 $\frac{1}{2}$	21,228 19 1	41,080 6 7 $\frac{1}{2}$
1,289 5 2 $\frac{1}{2}$	2,199 16 11 $\frac{1}{2}$	- - - -	3,047 7 11	6,536 10 7 $\frac{1}{2}$	6,505 16 2 $\frac{1}{2}$	13,042 6 9 $\frac{1}{2}$
67 17 4	128 3 11	504 12 1	157 5 5	857 18 9	781 11 3	1,619 10 -
79,631 18 2 $\frac{1}{2}$	96,587 16 2	57,247 - 2 $\frac{1}{2}$	113,255 16 5 $\frac{1}{2}$	346,722 11 - $\frac{1}{2}$	371,290 9 2 $\frac{1}{2}$	718,013 - 2 $\frac{1}{2}$

IRELAND. - - - - -

RETURN, showing the Number of PASSENGERS Conveyed on all the RAILWAYS in *Ireland* during the Half-year ended the 31st Dec. to the Commissioners of Railways, in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97 ;

NAME OF RAILWAY COMPANY.	Length Open on 1 July 1850.	Length Open on 31 Dec. 1850.	NUMBER OF PASSENGERS.					Average Fare per Mile.			
			1st Class.	2d Class.	3d Class.	Parlia- mentary Class.	TOTAL Passengers.	1st Class.	2d Class.	3d Class.	Parlia- mentary Class.
	<i>M. Chs.</i>	<i>M. Chs.</i>						<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
Belfast and Ballymena - - - -	37 74	37 74	18,354	47,028	109,655	16,152	191,189	1 $\frac{1}{4}$	1	$\frac{1}{2}$ $\frac{1}{4}$	1
Belfast and County Down - - -	16 63	16 63	34,836	177,007	- -	- * -	211,843	1·058	·705	- -	- -
Cork and Bandon - - - - -	9 60	9 60	1,810	12,961	12,958	- † -	27,729	1 $\frac{1}{2}$	1	$\frac{1}{2}$	- -
Cork, Blackrock and Passage - -	6 23	6 23	77,959 $\frac{1}{2}$	125,911 $\frac{1}{2}$	- -	- * -	203,871	1 $\frac{1}{2}$	$\frac{3}{4}$	- -	- -
Dublin and Belfast Junction - -	21 73	32 2	11,412	21,526	21,493	- † -	54,431	2	1 $\frac{1}{18}$	$\frac{3}{4}$	- -
Dublin and Drogheda - - - -	52 38	52 38	29,909	94,316	140,586	- † -	264,811	1 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{1}{18}$	- -
Dublin and Kingstown - - - -	7 60	7 60	81,081	715,190	461,668	- - -	1,257,939	2	1 $\frac{1}{2}$	1	- -
Dundalk and Enniskillen - - -	19 71	19 71	4,719	8,644	12,439	- † -	25,802	2	1·555	1	- -
Great Southern and Western - -	188 40	188 40	35,229 $\frac{1}{2}$	79,214	143,117 $\frac{1}{2}$	- † -	257,561	1·895	1·434	·998	- -
Irish South Eastern - - - - -	10 8	22 48	2,990 $\frac{1}{2}$	7,623 $\frac{1}{2}$	9,833	- † -	20,447	2·077	1·551	·990	- -
Londonderry and Enniskillen - -	14 59	14 59	3,819	9,585	33,967	- † -	47,371	1·8	1·333	·933	- -
Midland Great Western Railway of Ireland	50 0	50 0	13,341 $\frac{1}{2}$	30,443 $\frac{1}{2}$	42,800	37,823 $\frac{1}{2}$	124,408 $\frac{1}{2}$	1·823	1·369	·500	·963
Newry, Warrenpoint and Rostrevor -	5 60	5 60	4,569	21,192	49,919	- † -	75,700	1 $\frac{1}{2}$	1	$\frac{1}{2}$	- -
Ulster - - - - -	35 50	35 50	26,596	92,102	49,794	101,245	269,737	1·60	1·25	·61	·66
Waterford and Kilkenny - - - -	12 37	12 37	1,410	7,812	4,928	- † -	14,150	2	1 $\frac{1}{2}$	1	- -
Waterford and Limerick - - - -	25 0	25 0	5,521 $\frac{1}{2}$	14,458	22,547 $\frac{1}{2}$	- † -	42,527	2	1 $\frac{1}{2}$	$\frac{3}{4}$	- -
TOTAL (IRELAND) - - -	514 78	537 45	353,577 $\frac{1}{2}$	1,465,013 $\frac{1}{2}$	1,115,708	155,220 $\frac{1}{2}$	3,089,516 $\frac{1}{2}$	- -	- -	- -	- -

* Included in 2d Class.

† Included in 3d Class.

IRELAND.

1850, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made also, the Length of Railway open at the Commencement and at the Termination of the Half-year.

RECEIPTS FROM PASSENGERS.					RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1,819 6 4	3,386 7 3	3,363 9 7	692 18 6	9,262 1 8	6,784 2 8	16,046 4 4
1,254 9 -	3,598 19 3	- - - -	- * -	4,853 8 3	441 15 -	5,295 3 3
212 15 4	976 - 1	581 17 7	- † -	1,770 13 -	145 5 3	1,915 18 3
1,930 15 7	2,062 2 -	- - - -	- * -	3,992 17 7	- - - -	3,992 17 7
3,043 4 -	3,296 3 4	2,151 9 3	- † -	8,490 16 7	3,291 1 9	11,781 18 4
4,688 5 8½	8,155 4 8	6,405 17 2½	- † -	19,249 7 7	6,916 7 11	26,165 15 6
1,618 - -	14,212 4 3	8,265 - -	- - - -	24,095 4 3	808 6 3	24,603 10 6
690 12 6	987 7 4	708 19 4	- † -	2,386 19 2	2,164 15 8	4,551 14 10
19,146 19 6	24,473 7 11½	25,846 7 9	- † -	69,466 15 2½	45,483 3 6½	114,949 18 9
371 7 9	645 16 1	483 15 1	- † -	1,500 18 11	536 16 8	2,037 15 7
353 10 8	591 13 6	1,388 9 10	- † -	2,333 14 -	1,390 7 11	3,724 1 11
3,383 17 9	5,262 5 -	3,765 4 11	4,210 17 11	16,622 5 7	7,352 6 6	23,974 12 1
133 16 -	529 16 -	623 19 -	- † -	1,287 11 -	120 5 -	1,407 16 -
2,954 8 6	6,063 4 10	1,744 8 4	3,629 9 6	14,391 11 2	9,655 8 5	24,046 19 7
120 5 5	536 18 7	118 6 10	- † -	775 10 10	281 14 8	1,057 5 6
1,036 6 6	1,832 1 9	1,721 18 4	- † -	4,590 6 7	4,279 4 10	8,869 11 5
42,758 - 6½	76,609 11 10½	57,169 3 -½	8,583 5 11	185,070 1 4½	89,351 2 -½	274,421 3 5

* Included in 2d Class.

† Included in 3d Class.

COMPARATIVE SUMMARY of TRAFFIC upon the RAILWAYS in *England* and *Wales*, *Scotland*, and *Ireland*, respectively,

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.					
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	TOTAL Passengers.
	<i>Miles.</i>	<i>Miles.</i>						

ENGLAND AND WALES. - - - - -

Half-year ended 31 } December 1849 - }	4,273	4,086	3,323,076	10,277,959½	6,237,334½	7,975,682	- - -	27,819,052
Half-year ended 31 } December 1850 - }	4,901	5,131	3,876,589	12,789,569	6,854,542½	9,348,999½	- - -	32,869,700

SCOTLAND. - - - - -

Half-year ended 31 } December 1849 - }	763	852	327,805½	865,595½	1,121,902½	2,089,909	81,055	4,486,267½
Half-year ended 31 } December 1850 - }	892	953	405,365	964,347½	1,109,611	2,649,379½	- - -	5,128,703

IRELAND. - - - - -

Half-year ended 31 } December 1849 - }	411	494	301,842	1,177,194½	1,133,330½	155,985½	- - -	2,768,352½
Half-year ended 31 } December 1850 - }	515	537	353,577½	1,465,013½	1,115,705	155,220½	- - -	3,069,516½

COMPARATIVE SUMMARY of TRAFFIC upon all the RAILWAYS in the UNITED KINGDOM, during the

Periods to which this Statement refers.	Length over which the Traffic was conveyed: Open at		NUMBER OF PASSENGERS.					
	Commencement of each Period.	Termination of each Period.	1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	TOTAL Passengers.
	<i>Miles.</i>	<i>Miles.</i>						
Half-year ended 31 } December 1849 - }	5,447	6,032	3,957,723½	12,320,749½	8,492,567½	10,221,576½	81,055	35,073,672
Half-year ended 31 } December 1850 - }	6,308	6,621	4,635,531½	15,218,930	9,079,858½	12,153,599½	- - -	41,087,919½

Office of Commissioners of Railways, Whitehall,
14 May 1851.

during the Half-year ended the 31st of December 1850, and during the corresponding Period in the previous Year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.

ENGLAND AND WALES.

935,142 11 11½	1,237,036 9 6½	276,969 15 9½	536,428 7 11	- - -	2,985,577 5 2½	2,481,961 6 11½	5,467,538 12 2
1,029,374 6 10½	1,370,163 8 10½	284,832 5 6½	601,240 18 8½	- - -	3,285,611 - -½	2,869,332 13 4½	6,154,943 13 5

SCOTLAND.

69,006 9 4½	87,117 18 1½	52,832 5 3	99,574 9 4	1,470 11 11½	310,001 14 -½	339,797 14 8½	649,799 8 8½
79,631 18 2½	96,587 16 2	57,247 - 2½	113,255 16 5½	- - -	346,722 11 -½	371,290 9 2½	718,013 - 2½

IRELAND.

37,489 7 1	64,694 7 6	51,237 9 10½	6,166 2 4	- - -	159,639 6 9½	73,584 4 4½	233,223 11 2½
42,758 - 6½	76,609 11 10½	57,169 3 -½	8,536 5 11	- - -	185,070 1 4½	89,351 2 -½	274,421 3 5

Half-year ended the 31st of December 1850, and during the corresponding Period in the previous Year.

RECEIPTS FROM PASSENGERS.						RECEIPTS FROM GOODS, CATTLE, PARCELS, MAILS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
1st Class.	2d Class.	3d Class.	Parliamentary Class.	Mixed.	TOTAL RECEIPTS from Passengers.		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1,041,638 8 5	1,388,848 15 1½	381,089 10 11½	642,170 19 7	1,470 11 11½	3,455,218 6 -½	2,895,343 6 -½	6,350,561 12 1
1,151,764 5 7½	1,543,360 16 11½	399,248 8 5½	723,030 1 -½	- - -	3,817,403 12 5½	3,329,974 4 7½	7,147,377 17 -½

Duncan MacGregor,
Registrar.

RAILWAYS.

RETURN, showing the Number of Passengers Conveyed on all the Railways in *England and Wales, Scotland, and Ireland*, respectively, during the Half-year ended the 31st December 1850, distinguished in different Classes, and the Receipts from each Class of Passengers, and from Goods, &c.; compiled from Returns made to the Commissioners of Railways, in pursuance of the Provisions of the Act 3 & 4 Vict. c. 97; also, the Length of Railway Open at the Commencement and at the Termination of the Half-year; together with a Summary, comparing the Traffic with that in the corresponding Period of 1849.

(Presented by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
20 May 1851.*

313.

Under 2 oz.

RAILWAYS.

RETURN to an Order of the Honourable The House of Commons,
dated 18 June 1850;—for,

A RETURN “ of the Number and Description of PERSONS employed on each of the RAILWAYS in *England and Wales, Scotland, and Ireland*, respectively, on the 29th day of June 1850, which may at that Date be Open for Traffic ; also, the Length of Line (with the Number of Stations) Open for Public Traffic on the same Day : ”

“ And, Similar RETURN for each LINE and BRANCH LINE of RAILWAY which has been Authorized, but which may not be Open for Traffic on the 29th day of June 1850 ; distinguishing the LENGTH of each such LINE or BRANCH LINE on which the Works may be in Progress, and the LENGTH on which they may not be in Progress at that Date ; and specifying the Act or Acts authorizing such Railways, ”—(in continuation of Parliamentary Paper, No. 165, of Session 1849).

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
10 March 1851.

ENGLAND AND WALES. - - - - -

RETURN of the Number and Description of PERSONS Employed on each of the RAILWAYS in *England* and
(with the Number of Stations)

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breakmen.	Artificers.
Aberdare - - - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bedford - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Birkenhead, Lancashire and Cheshire Junction.	2	1	-	1	1	1	5	-	3	21	2	8	7	5	60
Bodmin and Wadebridge - - - - -	1	1	1	1	-	-	-	-	-	1	1	-	1	-	3
Bolton, Blackburn, Clitheroe and West Yorkshire.	1	-	-	-	-	-	-	-	-	2	-	-	-	-	-
Bristol and Exeter - - - - -	1	-	2	5	-	1	7	15	2	49	10	18	15	9	106
Buckinghamshire - - - - -	-	-	2	-	-	-	-	-	-	-	-	3	3	2	16
Canterbury and Whitstable - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chester and Holyhead - - - - -	2	1	1	2	2	5	18	19	-	12	-	-	-	11	14
Clarence - - - - -	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-
Cockermouth and Workington - - - - -	1	-	-	-	-	-	-	4	-	-	1	2	2	1	-
Colchester, Stour Valley, Sudbury and Halstead.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East and West Yorkshire Junction - - - - -	1	-	1	-	-	-	-	8	-	2	-	1	1	1	-
East Anglian - - - - -	2	-	1	-	1	1	2	30	-	10	2	7	7	5	18
Eastern Counties - - - - -	2	-	-	7	1	2	42	61	5	205	137	86	88	98	507
Eastern Union - - - - -	2	1	1	8	2	3	2	31	1	27	1	16	16	12	91
East Lancashire - - - - -	4	1	1	3	1	1	2	5	-	149	11	26	26	20	116
East Lincolnshire - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Furness - - - - -	1	1	2	-	1	1	1	6	-	4	1	2	3	2	13
Great Northern - - - - -	2	-	4	3	1	1	13	8	5	138	9	45	38	26	187
Great North of England - - - - -	1	-	-	-	-	-	-	-	-	2	-	-	-	-	-
Great North of England, Clarence and Hartlepool Junction.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Western - - - - -	1	1	2	30	1	1	37	-	6	235	21	56	60	80	844
Hartlepool Dock and Railway - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hull and Selby - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kendal and Windermere - - - - -	1	-	-	1	-	-	-	4	-	7	-	-	-	2	-
Lancashire and Yorkshire - - - - -	1	1	1	8	2	2	9	35	12	463	18	109	100	103	635
Lancaster and Carlisle - - - - -	1	-	1	13	1	1	9	20	-	30	-	-	-	45	20
Lancaster and Preston Junction - - - - -	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Leeds and Bradford - - - - -	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Leeds and Thirsk - - - - -	1	-	1	2	2	2	1	15	-	18	-	8	11	7	22
Liskeard and Caradon - - - - -	1	1	1	1	-	-	-	-	-	-	-	-	-	7	-
Liverpool, Crosby and Southport - - - - -	1	-	1	-	1	-	-	4	1	2	2	3	3	2	6
Llanelli Railway and Dock - - - - -	1	-	1	-	-	-	2	-	-	6	2	3	3	2	35
Llynvi Valley - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
London and Blackwall - - - - -	2	-	-	1	1	3	4	1	-	35	3	12	11	14	30
London and Greenwich - - - - -	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-
London and North Western - - - - -	3	-	4	25	16	9	67	266	22	715	231	337	324	243	1,985
London and South Western - - - - -	3	1	2	3	3	2	15	52	3	131	7	58	59	64	414
London, Brighton and South Coast - - - - -	2	-	3	10	1	2	18	3	2	163	17	50	51	79	586
Lowestoft Railway and Harbour - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester and Southport - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester, Buxton, Matlock and Midlands Junction.	1	-	1	-	-	1	1	5	-	2	-	2	2	2	-

ENGLAND AND WALES.

Wales on the 29th day of June 1850, which were at that Date Open for Traffic; also, the Length of Line Open for Traffic on the same Day.

Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line open on 29th June 1850.	Number of Stations.	REMARKS.
-	-	-	-	-	-	-	1	<i>Mls. chs.</i>	-	- - For persons employed in working this Line, and for mileage and stations see "Taff Vale."
-	-	-	-	-	-	-	-	-	-	See "London and North Western."
4	-	2	58	13	29	-	223	16 1½	10	- - The length of Line open on the 29th June 1850 has in this and other instances been derived from records in this office.
-	-	-	-	3	2	6	21	14 56	7	- - For persons employed in working this Line, see "Lancashire and Yorkshire."
-	-	-	-	-	-	-	3	26 5	14	- - See "London and North Western" for the persons employed in conducting the traffic of this Line.
22	18	42	128	8	350	-	808	86 0	15	See "South Eastern."
-	1	-	-	28	283	-	338	30 70	4	- - An Inspector of Police has been entered as Superintendent, Draughtsmen are included with Clerks, and Switchmen, Pointsmen and Gatemen, with Policemen. See "London and North Western" for persons employed in the Repairing and Locomotive Departments.
-	-	-	-	-	-	-	-	-	-	- - See "Stockton and Hartlepool" for other persons employed, and for mileage and stations.
-	-	52	53	51	152	1	396	84 36	20	See "Eastern Union."
-	-	-	-	-	-	-	2	-	-	- - 79 Signalmen are included with "Policemen or Watchmen." This Return comprises the "Northern and Eastern," "Norfolk," and "Lowestoft," Railways, and the persons employed in working the Newmarket Railway.
3	2	1	3	6	2	-	28	8 40	6	See "Great Northern."
-	-	-	-	-	-	-	-	-	-	Including "East Lincolnshire."
-	6	-	3	12	-	-	36	14 12	9	- - See "York, Newcastle and Berwick" for persons employed in working this Line, and for mileage and stations.
6	11	1	28	78	2	-	212	66 70	31	See "York, Newcastle and Berwick."
81	107	102	3	156	1,243	-	2,933	324 32½	103	- - Gatekeepers, and some Policemen or Watchmen, are included with Switchmen.
10	20	15	102	39	197	-	597	95 16	24	See "York, Newcastle and Berwick."
16	19	12	203	179	133	1	929	73 40	46	- - See "York, Newcastle and Berwick."
-	-	-	-	-	-	-	-	-	-	- - Gatekeepers, and some Policemen or Watchmen, are included with Switchmen.
2	1	1	8	19	26	-	94	17 40	6	See "York, Newcastle and Berwick."
10	39	11	130	260	226	2	1,158	144 50½	40	See "York, Newcastle and Berwick."
-	-	-	-	-	-	-	3	-	-	- - Gatekeepers, and some Policemen or Watchmen, are included with Switchmen.
277	-	3	446	20	547	-	2,668	228 13	53	See "York, Newcastle and Berwick."
-	-	-	-	-	-	-	-	-	-	See "York, Newcastle and Berwick."
-	-	-	-	-	-	-	-	-	-	See "York and North Midland."
-	3	-	8	11	-	-	37	10 24	5	- - For persons employed in working the Line, see "London and North Western."
98	29	53	853	580	386	-	3,498	230 44	91	Including "Manchester and Southport."
25	8	4	50	227	49	-	504	70 27	20	- - The persons employed in the Locomotive and Carriage Departments are in the service of the London and North Western Railway Company.
-	-	-	-	-	-	-	2	20 20	7	- - See "Lancaster and Carlisle" for persons employed in working this Line.
-	-	-	-	-	-	-	2	-	-	- - See "Midland" for persons employed in working this Line, and for mileage and stations.
6	13	2	45	21	82	-	259	39 13½	14	Three temporary stations, in addition to those mentioned, are used.
-	-	1	-	2	3	-	17	8 60	3	- - This Line is not open for passengers. The Company have not made a Return of the persons employed.
-	-	1	6	13	8	-	54	12 65	4	- - See "South Eastern" for persons employed in working this Line, and for mileage and stations.
-	-	3	1	60	6	-	125	28 20	6	- - Including "Windsor, Staines and South Western (Richmond to Windsor)."
-	-	-	-	-	-	-	-	17 51	-	- - 181 persons employed at the London and Portsmouth stations, who act also for other Companies, are included in this Return.
6	-	6	37	13	16	6	201	5 17	10	See "Norfolk."
-	-	-	-	-	-	-	2	-	-	See "Lancashire and Yorkshire."
280	25	414	1,539	280	842	13	7,640	535 17½	182	
61	103	48	400	827	228	-	2,484	239 70	67	
47	72	25	377	72	430	-	2,010	163 24	60	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	1	-	4	3	27	-	52	11 42	5	

RAILWAYS OPEN IN ENGLAND AND

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breakmen.	Artificers.
Manchester, Sheffield and Lincolnshire -	3	-	1	3	1	1	12	125	6	71	23	80	80	48	231
Manchester, South Junction and Altrincham	1	-	1	-	-	1	1	1	-	8	-	-	-	3	-
Maryport and Carlisle -	1	-	1	2	1	1	2	11	-	8	3	9	9	3	38
Middlesbro' and Redcar -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Midland -	7	-	3	8	1	3	36	156	4	475	66	172	172	161	499
Mold -	-	-	-	-	-	-	-	-	-	-	-	1	1	3	-
Monmouthshire Railway and Canal -	1	1	1	2	1	2	1	-	-	3	2	12	12	10	47
Newcastle-upon-Tyne and Carlisle -	2	-	1	2	3	3	4	26	2	26	6	37	29	15	158
Newmarket -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norfolk -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northern and Eastern -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Staffordshire -	6	-	2	-	5	7	14	37	2	51	11	28	28	22	145
North Union -	3	-	1	2	-	1	3	14	-	21	1	-	-	10	9
North Western -	2	-	3	5	4	3	3	14	1	13	1	8	8	9	49
Preston and Longridge -	1	-	-	1	-	1	-	-	-	2	2	1	2	-	2
Reading, Guildford and Reigate -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Helen's Canal and Railway -	1	-	-	-	-	-	2	-	-	4	1	8	8	2	31
Saundersfoot Railway and Harbour -	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-
Shrewsbury and Birmingham -	3	-	2	5	5	-	-	13	-	19	-	6	12	-	98
Shrewsbury and Chester -	1	1	1	2	5	-	11	18	2	25	5	11	10	19	90
Shropshire Union Railways and Canal -	2	-	-	1	-	-	2	8	-	9	-	-	-	4	-
South Devon -	1	-	-	8	2	2	5	-	-	30	29	9	8	5	32
South Eastern -	1	1	8	11	2	4	15	58	4	168	14	81	124	63	424
South Staffordshire -	2	-	4	1	1	1	1	10	4	14	-	8	8	6	9
South Wales -	1	-	-	3	1	2	1	11	1	17	-	6	6	8	7
South Yorkshire, Doncaster and Goole -	1	-	1	-	-	-	-	4	-	1	-	1	1	1	-
Stockton and Darlington -	1	1	3	7	2	5	15	-	2	73	6	46	58	11	190
Stockton and Hartlepool -	1	-	-	1	-	3	4	2	-	14	-	30	31	2	8
Taff Vale -	1	-	-	3	1	2	3	17	1	13	25	18	17	21	125
Taw Vale Railway and Dock -	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-
Wear Valley -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Cornwall -	1	-	2	1	-	1	-	3	-	3	5	2	4	6	21
West London -	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-
Whitehaven and Furness Junction -	-	-	-	-	-	-	1	10	-	2	-	2	2	1	2
Whitehaven Junction -	1	1	1	-	-	1	-	-	-	4	-	2	2	2	5
Wilts, Somerset and Weymouth -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Windsor, Staines and South Western (Richmond to Windsor).	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
York and North Midland -	5	-	1	4	3	3	17	74	2	136	34	59	59	54	343
York, Newcastle and Berwick -	3	-	1	3	7	3	24	90	1	157	15	148	178	230	985
TOTAL (open Lines in England and Wales) -	103	18	72	199	83	89	432	1,294	94	3,801	725	1,637	1,700	1,561	9,255

WALES ON 29 JUNE 1850—continued.

Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 29th June 1850.	Number of Stations.	REMARKS.
								<i>Mls. chs.</i>		
36	23	35	271	123	432	6	1,611	165 25½	58	
5	3	3	13	-	-	-	40	9 26	8	
9	1	1	13	18	33	-	164	28 28	10	
-	-	-	-	-	-	-	-	-	-	Included in "Stockton and Darlington."
152	71	97	848	264	1,045	28	4,258	484 63	165	
-	-	2	4	-	-	-	11	13 79	4	-- For superior officers employed on this Line, see "Chester and Holyhead."
22	18	16	6	70	50	-	277	28 0	7	This Line is not open for passengers.
11	25	5	64	-	312	-	731	65 20	26	One chief agent is entered as "Superintendent."
-	-	-	1	-	-	-	2	16 69	5	See "Eastern Counties," for persons employed in working this Line.
-	-	-	-	-	-	-	-	-	-	See "Eastern Counties."
-	-	-	-	-	-	-	-	-	-	See "Eastern Counties."
28	59	3	100	-	435	-	983	112 19½	40	-- Signalmen are included with Switchmen, and Platelayers with Labourers. The Locomotive Department and maintenance of way is regulated by contract.
6	6	7	80	93	49	-	306	-	15	-- The length of this Line is given under the heads "Lancashire and Yorkshire" and "London and North Western."
9	4	2	12	116	40	-	306	46 24	14	
-	-	2	1	-	10	-	25	6 40	3	-- This Line is leased to the Fleetwood, Preston and West Riding Junction Railway Company.
-	-	-	-	-	-	-	-	-	-	See "South Eastern."
6	6	34	2	32	12	-	149	11 55	4	
-	-	-	-	-	6	-	7	7 0	-	-- This Railway is merely used for mineral traffic, and is worked by horse-power.
-	-	-	-	-	-	-	2	10 36	5	-- See "Lancashire and Yorkshire" for persons employed in working this Line.
6	-	-	-	49	151	-	368	29 34½	5	Including 74 persons employed by Contractors.
9	15	9	42	26	134	-	436	55 77	20	
4	5	1	20	57	29	1	143	18 28	9	-- This Return includes the persons employed on the Line between Shrewsbury and Wellington, who are also in the service of the Shrewsbury and Birmingham Railway Company.
-	-	43	53	-	137	2	366	56 74	12	Switchmen and Gatekeepers are included with Policemen.
46	79	67	465	-	629	2	2,266	211 27½	62	-- This Return includes the "Canterbury and Whitstable," "Reading, Guildford and Reigate," and "London and Greenwich."
3	12	-	47	45	23	-	199	24 52	11	
8	18	8	31	-	14	-	143	74 56	11	
1	2	1	-	12	15	-	41	7 56	4	
15	30	6	63	156	284	4	978	89 12	23	-- Including "Wear Valley" and "Middlesbro' and Redcar." Station Masters are included with Clerks, Signalmen with Gatekeepers, and Dockmen under head for Miscellaneous Employment.
2	17	-	5	100	14	1	235	45 0	12	Including "Clarence."
22	3	9	28	77	174	-	560	42 54	17	
-	-	-	-	-	-	-	1	2 52	2	This Line is not open for passengers.
-	-	-	-	-	-	-	-	-	-	Included in "Stockton and Darlington."
-	18	3	1	21	46	-	138	17 17	5	
-	-	-	-	-	-	-	2	-	-	-- See, for other persons employed, "London and North Western," the Line being leased to that Company and the Great Western Railway Company.
-	3	3	8	25	2	-	61	20 69	8	
1	5	3	8	4	8	-	48	12 2½	6	
-	-	-	-	-	-	-	-	-	-	See "Great Western."
-	-	-	-	-	-	-	-	-	-	See "London and South Western."
-	121	12	198	115	563	-	1,803	263 30	84	-- Including "Hull and Selby." The Switchmen employed are included with Gatekeepers.
151	17	-	210	141	283	143	2,790	298 60	93	-- Including "Hartlepool" and "Great North of England, Clarence and Hartlepool Junction," 22 Pilots and 121 Teamers Staithmen, &c., are included under head "Miscellaneous Employment;" some Gatekeepers and Policemen or Watchmen are included with Switchmen.
1,506	1,039	1,161	7,079	4,524	10,199	216	46,787	4,901 4½	1,610	

S C O T L A N D . - - - - -

RETURN of the Number and Description of PERSONS employed on each of the RAILWAYS in *Scotland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Station Masters.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.	Artificers.
Aberdeen - - - - -	2	-	1	9	1	3	2	22	1	51	23	14	14	14	76
Arbroath and Forfar - - - - -	1	1	-	-	-	1	-	-	-	-	-	-	-	-	-
Ardrossan - - - - -	1	1	-	-	1	-	-	4	-	2	3	3	3	3	9
Caledonian - - - - -	4	1	3	10	5	4	20	47	2	104	15	97	97	124	652
Drumpeller - - - - -	1	-	1	1	-	-	-	-	-	1	-	1	-	1	-
Dundee and Arbroath - - - - -	2	-	-	2	1	1	1	7	-	12	2	4	5	7	23
Dundee and Newtyle - - - - -	-	-	-	1	1	-	1	5	-	2	3	6	6	4	11
Dundee and Perth, and Aberdeen Railway Junction.	2	1	2	2	1	-	1	8	-	16	4	4	4	4	34
Edinburgh and Bathgate - - - - -	-	-	-	-	-	-	-	4	-	-	2	1	1	1	-
Edinburgh and Glasgow - - - - -	2	-	1	2	1	1	12	4	2	94	14	24	24	30	187
Edinburgh, Perth and Dundee - - - - -	4	-	1	3	2	1	5	40	4	53	4	28	53	45	85
General Terminus and Glasgow Harbour - - - - -	1	-	1	1	1	1	-	-	-	2	-	-	1	-	-
Glasgow, Barrhead and Neilston Direct - - - - -	6	1	-	3	-	2	-	5	-	6	6	3	3	4	3
Glasgow, Dumfries and Carlisle - - - - -	-	-	-	1	-	-	-	9	-	1	5	5	5	4	7
Glasgow, Kilmarnock and Ardrossan - - - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Glasgow, Paisley and Greenock - - - - -	2	-	1	2	-	1	3	12	-	30	8	9	9	12	18
Glasgow, Paisley, Kilmarnock and Ayr - - - - -	3	-	-	3	2	3	3	26	1	37	17	25	28	28	213
Kilmarnock and Troon - - - - -	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Monkland - - - - -	1	-	1	3	1	1	-	14	-	6	1	13	17	6	46
North British - - - - -	3	-	3	9	2	2	7	45	-	73	45	49	47	33	292
Scottish Central - - - - -	3	-	1	3	1	2	4	16	1	19	12	29	34	20	113
Scottish Midland Junction - - - - -	2	-	1	-	-	-	3	12	-	8	3	-	-	4	11
Wishaw and Coltness - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL (open Lines in SCOTLAND) - - - - -	42	6	17	55	20	23	62	280	11	517	167	315	358	344	1,780

S C O T L A N D.

the 29th day of June 1850, which were at that Date Open for Traffic ; also, the Length of Line (with the Traffic on the same Day.

Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line open on 29th June 1850.	Number of Stations.	REMARKS.
								<i>Mts. chs.</i>		
13	21	11	63	76	248	3	668	57 48	22	This Return includes the persons employed on the Arbroath and Forfar Line.
-	-	-	-	-	-	-	3	15 20	8	See "Aberdeen" for persons employed in working the Line.
4	10	1	3	-	23	2	73	14 22	4	
84	2	69	154	528	275	-	2,297	165 59	47	
1	-	-	-	-	1	-	8	0 69	-	-- This Railway is chiefly used for the conveyance of minerals, and is worked partly by horse-power and partly by a fixed engine : it is in the possession of the Forth and Clyde Canal Company.
4	-	16	34	32	10	-	163	17 0	6	Gatekeepers are included with Policemen.
2	5	2	13	14	8	-	84	10 20	5	-- The superior officers who are employed on this Line are included in the Return for the Dundee and Perth, and Aberdeen Junction Railway.
5	7	7	28	36	33	-	199	20 73	8	-- The Manager, Secretary, Engineers, Treasurer, Locomotive Superintendent and eight of the Clerks entered in this Return, act also for the Dundee and Newtyle Line.
-	-	-	2	10	16	-	37	10 35 $\frac{1}{2}$	4	This Line is worked by the Edinburgh and Glasgow Railway Company.
9	13	15	185	119	64	-	810	73 36 $\frac{1}{2}$	17	-- The persons employed in the passenger department of the Edinburgh station, who are also in the service of the North British Railway Company, are included in this Return.
-	9	9	119	-	34	-	499	72 5 $\frac{1}{2}$	34	
2	-	2	8	-	7	-	27	0 75 $\frac{1}{2}$	1	
3	3	3	14	12	5	-	82	8 33	5	
1	7	-	7	89	5	-	146	39 32 $\frac{1}{2}$	10	-- For the persons employed in conducting the general business of this Company, see "Glasgow, Paisley, Kilmarnock and Ayr."
-	-	-	-	-	-	-	1	- -	-	-- See "Ardrossan" for persons employed on open branches of this Railway, and for mileage and stations.
-	1	12	27	9	63	1	220	19 8	7	-- Six errand boys, seven deliverers of parcels and one weigher, are included with "Porters or Messengers ;" one canvasser is entered under head "Miscellaneous Employment."
18	7	13	97	152	38	-	714	107 42 $\frac{1}{2}$	26	
-	-	-	-	-	-	-	2	- -	3	-- See "Glasgow, Paisley, Kilmarnock and Ayr," for persons employed in working and managing this Line, and for mileage.
17	7	7	5	-	62	10	218	35 72	14	
21	24	7	174	-	719	7	1,562	145 4	44	
18	14	11	56	95	85	-	537	45 0	14	
3	9	1	18	63	28	-	166	32 47	12	This Line is worked by contract.
-	-	-	-	-	-	-	-	- -	-	See "Caledonian."
205	139	186	1,007	1,235	1,724	23	8,516	891 62 $\frac{1}{2}$	291	

I R E L A N D.

RETURN of the Number and Description of PERSONS Employed on each of the RAILWAYS in *Ireland* on
Number of Stations) Open for

NAME OF RAILWAY COMPANY.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Time-keepers.	Station Masters.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers or Firemen.	Guards or Breaksmen.	Artificers.
Belfast and Ballymena - - - -	1	-	1	1	1	2	-	19	-	2	-	6	6	8	40
Belfast and County Down - - -	1	1	1	3	-	1	-	-	-	5	-	2	3	2	11
Cork and Bandon - - - - -	-	-	-	-	-	-	1	5	-	-	-	2	1	2	3
Cork, Blackrock and Passage - - -	1	-	2	2	2	1	2	2	-	4	1	2	3	2	2
Dublin and Belfast Junction - - -	1	-	2	3	1	2	-	3	-	3	1	4	4	3	12
Dublin and Drogheda - - - - -	2	-	1	5	1	2	-	17	-	6	-	8	10	4	39
Dublin and Kingstown - - - - -	1	1	2	4	1	2	1	6	1	9	3	12	11	13	83
Dundalk and Enniskillen - - - -	1	-	1	2	4	2	4	5	-	11	6	2	2	4	10
Great Southern and Western - - -	1	1	3	5	2	3	10	29	4	60	28	42	44	32	334
Irish South-Eastern - - - - -	1	-	-	-	-	-	-	2	-	4	1	2	2	3	-
Londonderry and Enniskillen - - -	2	-	2	1	1	1	1	6	-	4	1	2	2	1	10
Midland Great Western Railway of Ireland	1	1	2	3	2	2	4	14	-	12	1	9	8	4	17
Newry, Warrenpoint and Rostrevor - -	1	-	1	2	-	1	-	-	-	1	-	1	3	1	-
Ulster - - - - -	1	1	1	1	1	2	-	4	-	14	1	5	5	6	21
Waterford and Kilkenny - - - - -	2	-	1	1	-	2	-	4	-	2	1	1	1	1	5
Waterford and Limerick - - - - -	1	-	1	-	1	1	2	7	-	9	3	5	6	-	21
TOTAL (open Lines in IRELAND) - -	18	5	21	33	17	24	25	123	5	146	47	105	111	86	608

I R E L A N D.

the 29th Day of June 1850, which were at that date Open for Traffic; also, the Length of Line (with the Traffic on the same Day.

Switchmen.	Gatekeepers.	Policemen or Watchmen.	Porters or Messengers.	Platelayers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line open on 29th June 1850.	Number of Stations.	REMARKS.
								<i>Mls. chs.</i>		
11	22	6	67	20	48	-	261	37 74	13	
3	10	7	2	-	43	-	95	16 63	5	
2	7	13	7	2	30	-	75	9 60	5	- - For the Superior Officers employed by this Company, see Return referring to the portion of the Railway under construction.
2	1	8	6	40	130	1	214	6 23	4	
2	3	9	9	-	-	-	62	21 73	4	
6	-	1	65	2	112	-	281	52 38	17	
4	11	31	34	13	45	-	288	7 60	7	
8	16	16	22	57	56	-	229	19 71	4	
13	3	112	158	89	1,304	-	2,277	188 40	28	
2	3	2	6	18	-	-	46	10 8	2	- - This Railway is worked by the Great Southern and Western Railway Company.
3	4	3	20	16	2	-	82	14 59	6	
-	-	34	34	100	35	-	283	50 0	13	
2	-	5	3	-	5	-	26	5 60	2	
7	30	21	53	1	50	-	225	35 50	8	
2	5	3	4	12	4	-	51	12 37	4	
10	1	9	26	46	27	-	178	25 0	7	
77	116	280	516	416	1,891	1	4,671	514 76	129	

ENGLAND AND WALES. - - - - -

A RETURN of the Number and Description of PERSONS employed on each Line and Branch Line of RAILWAY in *England* the Length of each such Line or Branch Line on which the Works were in Progress, and the Length on which

(N.B.—The Names of those Lines and Branches of which no portion was either

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdare - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ambergate, Nottingham, and Boston and Eastern Junction.	9 & 10 Vic. c. 155	1	-	3	-	-	1	9	-	4
Nottingham Branch - - - - -	10 & 11 Vic. c. 78									
Ashburton, Newton and South Devon - - -	9 & 10 Vic. c. 238	1	-	-	-	-	-	-	-	-
Bedford - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Birkenhead, Lancashire and Cheshire Junction	9 & 10 Vic. c. 91	3	1	7	2	1	-	11	2	3
Chester Branch - - - - -	9 & 10 Vic. c. 91									
Warrington Branch - - - - -	10 & 11 Vic. c. 223									
Altrincham Branch - - - - -	9 & 10 Vic. c. 91									
Birmingham and Oxford Junction - - -	9 & 10 Vic. c. 337	2	-	-	8	4	3	6	2	5
Branch to Stratford-upon-Avon - - -	9 & 10 Vic. c. 338									
Branch to London and North Western at Birmingham	- - Ditto - -									
Birmingham, Wolverhampton and Dudley -	9 & 10 Vic. c. 315	1	-	5	8	3	2	4	2	6
Birmingham, Wolverhampton and Stour Valley -	9 & 10 Vic. c. 328	1	-	1	1	1	-	1	1	2
Dudley Branch - - - - -	10 & 11 Vic. c. 120									
Bodmin and Wadebridge - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bolton, Blackburn, Clitheroe and West Yorkshire Blackburn, Clitheroe and North Western Junction Rail- way.	9 & 10 Vic. c. 265	1	-	2	4	2	2	3	1	1
Boston, Stamford and Birmingham - - -	9 & 10 Vic. c. 93	1	-	-	-	-	-	-	-	-
Peterborough Branch - - - - -	10 & 11 Vic. c. 112	-	-	-	-	-	-	-	-	-
Sutton Bridge Branch - - - - -	10 & 11 Vic. c. 155	-	-	-	-	-	-	-	-	-
Wisbech Harbour Branch - - - - -	10 & 11 Vic. c. 193	-	-	-	-	-	-	-	-	-
Bridgewater and Taunton Canal, and Stolford Railway and Harbour :	- - - - -	-	-	-	-	-	-	-	-	-
Bridgewater and Stolford Railway - - -	9 & 10 Vic. c. 145	-	-	-	-	-	-	-	-	-
Branch to Dock - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branches to River Parret - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bristol and Exeter - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Yeovil Branch - - - - -	8 & 9 Vic. c. 155	-	-	-	-	-	-	-	-	-
Crewkerne Branch - - - - -	9 & 10 Vic. c. 181	-	-	-	-	-	-	-	-	-
Branch from Bleadon, to Wells, Glastonbury and Street	11 & 12 Vic. c. 77	-	-	-	-	-	-	-	-	-
Taunton and Castle Cary Branch - - -	11 & 12 Vic. c. 82	-	-	-	-	-	-	-	-	-
Bristol and South Wales Junction - - -	9 & 10 Vic. c. 105	1	-	-	-	-	-	-	-	-
Buckinghamshire - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Oxford and Bletchley Junction Railway - -	9 & 10 Vic. c. 82	2	1	2	4	1	2	3	1	3
Extension to Aylesbury - - - - -	13 Vic. c. 6									
Junction with Oxford and Rugby Railway	10 & 11 Vic. c. 236									
- - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Cameron's Coalbrook Steam Coal and Swansea and Loughor.	9 & 10 Vic. c. 401	-	-	-	-	-	-	-	-	-
Canterbury and Whitstable - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Chard - - - - -	9 & 10 Vic. c. 215	-	-	-	-	-	-	-	-	-
Cheltenham and Oxford - - - - -	10 & 11 Vic. c. 175									
- - - - -	10 & 11 Vic. c. 154	1	-	-	-	-	-	-	-	-
Chester and Holyhead - - - - -	7 & 8 Vic. c. 65	2	-	2	1	3	2	4	-	6
Chester Station Branch - - - - -	10 & 11 Vic. c. 147	-	-	-	-	-	-	-	-	-
Holyhead Extensions - - - - -	10 & 11 Vic. c. 238	-	-	-	-	-	-	-	-	-
Clarence - - - - -	- - - - -	-	-	-	-	-	-	-	-	-

- - - - - ENGLAND AND WALES.

and *Wales*, which has been Authorized, but which was not Open for Traffic on the 29th day of June 1850; distinguishing they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Open or under Construction on the 29th June 1850, are entered in *Italics*.)

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	-	-	See Return for Lines open.
-	-	-	30	199	-	247	20 0	69 40	89 40	
-	-	-	-	-	-	1	-	10 31	10 31	Line not commenced.
-	-	-	-	-	-	-	-	-	-	See Return for Lines open.
7	10	-	225	1,350	-	1,622	9 37	28 12½	37 49½	
-	-	-	-	-	-	-	7 33	0 27	7 60	
-	-	-	-	-	-	-	-	0 42½	0 42½	
-	-	-	-	-	-	-	-	0 40½	0 40½	
11	7	6	33	413	4	504	29 31	0 14	29 45	
-	-	-	-	-	-	-	-	10 20	10 20	
-	-	-	-	-	-	-	-	0 50	0 50	
7	4	1	20	160	-	223	11 29	0 51	12 0	
3	1	1	12	130	-	155	14 38	-	14 38	
-	-	-	-	-	-	-	-	3 1	3 1	
-	-	-	-	-	-	-	-	-	-	See Return for Lines open.
1	-	-	21	358	-	396	-	19 30	19 30	- - The persons mentioned in this Return were employed in completing the Clitheroe Line, the opening of which, with a single line of rails, was sanctioned prior to the 29th June 1850.
-	-	-	-	-	-	1	-	22 0	22 0	
-	-	-	-	-	-	-	-	6 0	6 0	
-	-	-	-	-	-	-	-	-	-	- - The Company are empowered to construct this Branch only in the event of a portion of the Railways entered under the head of "Eastern Counties" not being completed by that Company.
-	-	-	-	-	-	-	-	1 14	1 14	
-	-	-	-	-	-	-	-	9 40	9 40	
-	-	-	-	-	-	-	-	0 60	0 60	- - This Railway has not been commenced. The lengths of these Lines are derived from records in this Office.
-	-	-	-	-	-	-	-	0 36	0 36	
-	-	-	-	-	-	-	-	-	-	- - The lengths of this Company's Lines are derived from records in this Office.
-	-	-	-	-	-	-	-	20 45	20 45	
-	-	-	-	-	-	-	-	6 0	6 0	
-	-	-	-	-	-	-	-	23 20	23 20	
-	-	-	-	-	-	-	-	22 7	22 7	
-	-	-	-	-	-	1	-	14 73	14 73	Line not commenced.
-	-	-	-	-	-	-	-	-	-	
-	2	-	93	357	-	471	16 13	5 56	21 69	
-	-	-	-	-	-	-	-	10 48	10 48	
-	-	-	-	-	-	-	-	0 48	0 48	- - The length of this junction is derived from records in this office.
-	-	-	-	-	-	-	-	4 40	4 40	- - Line not commenced, nor are any persons employed thereon.
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	-	-	-	-	-	13 30	13 30	Line not commenced.
-	-	-	-	-	-	1	-	37 74	37 74	
12	5	1	102	443	-	583	-	-	-	- - These persons were employed at the section of the Britannia Bridge not open, consisting of two tubes of 460 feet in length, and two of 230 feet in length.
-	-	-	-	-	-	-	-	0 25	0 25	
-	-	-	-	-	-	-	-	1 37	1 37	- - These two Lines have not been included in the Company's Return.
-	-	-	-	-	-	-	-	-	-	- - This Company have no authority to construct any Railways in addition to their open line.

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Cockermouth and Workington - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Bridgefoot Branch - - - - -	12 & 13 Vic. c. 38	-	-	-	-	-	-	-	-	-
Cockermouth and Workington Extension - -	9 & 10 Vic. c. 342	1	-	-	-	-	-	-	-	-
Colchester, Stour Valley, Sudbury and Halstead - {	9 & 10 Vic. c. 76	}	-	-	-	-	-	-	-	-
	10 Vic. c. 11									
	10 Vic. c. 18									
Cornwall - - - - -	9 & 10 Vic. c. 335	}	-	-	-	-	-	-	-	1
	10 Vic. c. 72									
Branch to Penryn - - - - -	9 & 10 Vic. c. 335	-	-	-	-	-	-	-	-	-
Branch to Newham - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branch to Liskeard and Caradon Railway - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branch to Bodmin and Padstow - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Coventry, Nuneaton, Birmingham and Leicester -	9 & 10 Vic. c. 253	-	-	-	-	-	-	-	-	-
Delabole and Rock - - - - -	7 & 8 Vic. c. 88	1	-	-	-	-	-	-	-	-
Derbyshire, Staffordshire & Worcestershire Junction	10 & 11 Vic. c. 110	1	-	-	-	-	-	-	-	-
Direct London and Portsmouth - - - - - {	9 & 10 Vic. c. 83	}	-	-	-	-	-	-	-	-
	10 & 11 Vic. c. 167									
	12 & 13 Vic. c. 61									
Dowlais - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
East and West India Docks and Birmingham Junction - - - - -	9 & 10 Vic. c. 396	1	-	2	9	7	4	23	7	8
East and West Yorkshire Junction - - - - -	9 & 10 Vic. c. 164	1	-	1	-	1	-	1	-	11
East Anglian - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ely and Huntingdon Railway - - - - - {	8 & 9 Vic. c. 48	}	-	-	-	-	-	-	-	-
	12 & 13 Vic. c. 52									
Eastern Counties - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ilford and Epping Railway - - - - -	9 & 10 Vic. c. 205	-	-	-	-	-	-	-	-	-
Cambridge and Bedford Railway - - - - -	10 & 11 Vic. c. 158	-	-	-	-	-	-	-	-	-
Wisbech and Spalding Railway - - - - -	10 & 11 Vic. c. 235	-	-	-	-	-	-	-	-	-
Eastern Union - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Norwich Extension - - - - -	9 & 10 Vic. c. 280	-	-	-	-	-	-	-	-	-
Woodbridge Branch - - - - -	10 & 11 Vic. c. 137	-	-	-	-	-	-	-	-	-
Harwich Extension - - - - -	10 & 11 Vic. c. 225	-	-	-	-	-	-	-	-	-
East Lancashire - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Burnley Branch - - - - -	8 & 9 Vic. c. 35	}	-	1	13	5	4	-	4	9
Bacup Branch (part of) - - - - -	9 & 10 Vic. c. 276									
Skelmersdale Branch - - - - -	9 & 10 Vic. c. 381									
Preston Extension (part of) - - - - -	10 & 11 Vic. c. 289									
Liverpool, Ormskirk and Preston Railway (part of)	9 & 10 Vic. c. 381	-	-	-	-	-	-	-	-	-
Dock Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Back Lane Branch - - - - -	9 & 10 Vic. c. 266	-	-	-	-	-	-	-	-	-
Crawshaw Booth Branch - - - - -	9 & 10 Vic. c. 276	-	-	-	-	-	-	-	-	-
Junction with North Union at Preston - - -	12 & 13 Vic. c. 71	-	-	-	-	-	-	-	-	-
Junction at Walton-le-Dale - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
East Lincolnshire - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Exeter and Crediton - - - - -	8 & 9 Vic. c. 88	1	-	-	-	-	-	-	-	-
Exeter and Exmouth - - - - - {	9 & 10 Vic. c. 129	}	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 157									
Exeter, Yeovil and Dorchester - - - - -	11 & 12 Vic. c. 85	1	-	-	-	-	-	-	-	-
Fleetwood, Preston and West Riding Junction -	9 & 10 Vic. c. 246	-	-	-	-	-	-	-	-	-
Furness - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ulverstone Extension - - - - -	9 & 10 Vic. c. 279	-	-	2	-	-	-	-	-	-
Gloucester and Dean Forest - - - - -	9 & 10 Vic. c. 240	1	-	2	1	-	-	2	-	1
Branch to Monmouth and Hereford Railway -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branch to Gloucester Docks - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c. ON 29 JUNE 1850—continued.

Foremen.	Police or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	0 36	0 36	- - The length of this Branch is derived from Records in this Office.
-	-	-	-	-	-	1	-	14 30	14 30	- - Line not commenced; the length is derived from previous Returns made by the Company.
-	-	-	-	-	-	-	-	30 69	30 69	- - The length of this portion of the Line is derived from Records in this Office.
-	-	1	-	-	-	2	-	62 73	62 73	- - Portions of this Line have been commenced, but all the Works are suspended. The Company in their Return do not distinguish the length of each Branch, and from the total length returned by them 6 miles 65 chains has been deducted, as it corresponds with part of the Bodmin and Wadebridge Railway.
-	-	-	-	-	-	-	-	0 29	0 29	
-	-	-	-	-	-	-	-	0 63	0 63	
-	-	-	-	-	-	-	-	0 51	0 51	
-	-	-	-	-	-	-	-	8 79	8 79	
-	-	-	-	-	-	-	-	15 11½	15 11½	- - No persons are employed on this Railway, the length of which is derived from Records in this Office.
-	-	-	-	-	-	1	-	16 5	16 5	- - The length of this Line is derived from previous Returns made by the Company.
-	-	-	-	-	-	1	-	17 29	17 29	- - The length of this Line is derived from the Plans deposited with the Commissioners of Railways.
-	-	-	-	-	-	1	-	60 36	60 36	
4	-	-	11	201	-	216	1 50	-	1 50	
30	10	5	272	732	-	1,110	4 45	3 40	8 5	
3	-	3	20	91	9	141	1 0	-	1 0	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	16 14	16 14	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	11 0	11 0	- - These lengths are derived from previous Returns made by the Eastern Counties Railway Company.
-	-	-	-	-	-	-	-	29 40	29 40	
-	-	-	-	-	-	-	-	21 0	21 0	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	1 58	1 58	- - This length consists of Junction Lines omitted in the Company's Return.
-	-	-	-	-	-	-	-	9 24	9 24	
-	-	-	-	-	-	-	-	11 53	11 53	
-	-	-	-	-	-	-	-	-	-	
52	1	-	276	1,097	-	1,462	0 65	-	0 65	
-	-	-	-	-	-	-	2 28	-	2 28	
-	-	-	-	-	-	-	3 4	-	3 4	
-	-	-	-	-	-	-	4 18	-	4 18	
-	-	-	-	-	-	-	-	1 15	1 15	
-	-	-	-	-	-	-	-	0 72	0 72	
-	-	-	-	-	-	-	-	0 25	0 25	
-	-	-	-	-	-	-	-	1 34	1 34	
-	-	-	-	-	-	-	-	0 16	0 16	- - The powers to construct this Junction depend in some measure on the Proprietors of the North Union Railway: This Line, as also that in Walton-le-Dale, has been added to the Company's Return.
-	-	-	-	-	-	-	-	0 36	0 36	
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	2	-	-	-	-	3	6 0	-	6 0	This Line is completed, but not yet open.
-	-	-	-	-	-	1	-	10 37	10 37	- - The length of this Line is derived from Records in this Office.
-	-	-	-	-	-	1	-	69 27½	69 27½	- - The length of this Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	13 40	13 40	- - A portion of this Line is completed, but not open for traffic.
9	-	-	12	157	-	180	1 0	4 40	5 40	
1	-	-	6	112	-	126	7 15	0 65	8 0	
-	-	-	-	-	-	-	-	1 14	1 14	
-	-	-	-	-	-	-	-	1 13	1 13	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Great Northern - - - - -	9 & 10 Vic. c. 71 10 & 11 Vic. c. 146 10 & 11 Vic. c. 287	7	-	22	29	11	5	66	28	17
Tuxford Deviation - - - - -	10 & 11 Vic. c. 146									
Grantham Deviation - - - - -	10 & 11 Vic. c. 287									
Fletton to Helpstone Deviation - - - - -	- - Ditto - -									
Hatfield Deviation - - - - -	- - Ditto - -									
Branch to Boston, Lincoln, Gainsborough and Bawtry (part of).	9 & 10 Vic. c. 71	-	-	-	-	-	-	-	-	-
Branch to Shipping Quay at Boston - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branch to River Trent - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Branch to Crimpsall in Doncaster - - - - -	9 & 10 Vic. c. 71	}	-	-	-	-	-	-	-	-
Branches to Hull and Selby Railway - - - - -	10 & 11 Vic. c. 143									
Bedford Branch - - - - -	9 & 10 Vic. c. 71									
Stamford and Spalding Railway - - - - -	- - Ditto - -									
Bishopsthorpe Deviation - - - - -	9 & 10 Vic. c. 352	-	-	-	-	-	-	-	-	-
Hertford, Hatfield and St. Alban's Branch - - - - -	10 & 11 Vic. c. 146	-	-	-	-	-	-	-	-	-
	10 & 11 Vic. c. 272	-	-	-	-	-	-	-	-	-
Sutton Branch - - - - -	10 & 11 Vic. c. 286	-	-	-	-	-	-	-	-	-
Isle of Axholme Extension - - - - -	11 & 12 Vic. c. 114	-	-	-	-	-	-	-	-	-
Heck Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Great North of England - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Great North of England, Clarence and Hartlepool Junction.	- - - - -	-	-	-	-	-	-	-	-	-
Great Western - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Oxford and Rugby Railway - - - - -	8 & 9 Vic. c. 188	-	-	-	8	7	-	7	3	6
Monmouth and Hereford Railway - - - - -	8 & 9 Vic. c. 191	-	-	-	-	-	-	-	-	-
West London Extension and Branches - - - - -	10 & 11 Vic. c. 91	-	-	-	-	-	-	-	-	-
Branch from Twerton to Radstock - - - - -	10 & 11 Vic. c. 226	}	-	-	-	-	-	-	-	-
Branch from Twyford to Henley - - - - -										
Bathampton Deviation - - - - -										
Old Oak Common Deviation - - - - -										
Berks and Hants Extension - - - - -	11 & 12 Vic. c. 74	}	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 158.									
Leamington Line - - - - -	11 & 12 Vic. c. 159.									
Great Western and Uxbridge - - - - -	9 & 10 Vic. c. 166	-	-	-	-	-	-	-	-	-
Hartlepool Dock and Railway - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Herne Bay and Canterbury Junction - - - - -	10 & 11 Vic. c. 87	-	-	-	-	-	-	-	-	-
Hull and Selby - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Kendal and Windermere - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Lancashire and Yorkshire - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
West Riding Union Railways - - - - -	9 & 10 Vic. c. 390 10 & 11 Vic. c. 166	}	-	5	4	2	2	28	4	6
Bacup Branch - - - - -	9 & 10 Vic. c. 306									
Middleton Branch - - - - -	- - Ditto - -									
Coal Branches - - - - -	- - Ditto - -									
Holmfirth Branch Extension - - - - -	10 & 11 Vic. c. 103	}	-	-	-	-	-	-	-	-
Wadley Branches - - - - -	12 & 13 Vic. c. 50									
Lancaster and Carlisle - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Lancaster and Preston Junction - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Leeds and Bradford - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Branches from Keighley to Haworth - - - - -	8 & 9 Vic. c. 38	-	-	-	-	-	-	-	-	-
Junction Line at Bradford - - - - -	9 & 10 Vic. c. 301	-	-	-	-	-	-	-	-	-
Leeds and Thirsk - - - - -	8 & 9 Vic. c. 104	}	-	4	3	2	2	5	6	-
Extension to Stockton and Hartlepool Railway - - - - -	9 & 10 Vic. c. 149									
Knaresborough Extension - - - - -	9 & 10 Vic. c. 154									
Saint Helen's Branch - - - - -	8 & 9 Vic. c. 104									
Melmerby and Northallerton Extension - - - - -	9 & 10 Vic. c. 153 11 & 12 Vic. c. 56	}	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 56									
Harrogate and Pateley Line - - - - -	11 & 12 Vic. c. 68	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c. ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 29th June 1850.		Length of Line neither Open nor in course of Construction on the 29th June 1850.		Total Length of Line authorized, but not open on the 29th June 1850.		REMARKS.
							Mls.	chs.	Mls.	chs.	Mls.	chs.	
							100	50	25	45	126	15	
58	31	18	1,318	6,636	1	8,247	9	49	-	-	9	49	-- Including a portion of the Hertford, Hatfield and Saint Alban's branch.
-	-	-	-	-	-	-	17	40	-	-	17	40	
-	-	-	-	-	-	-	5	26	3	0	8	26	
-	-	-	-	-	-	-	2	43	-	-	2	43	
-	-	-	-	-	-	-	-	-	11	25	11	25	-- A portion of this branch under construction, is identical with part of the Hatfield Deviation, and is included in the length entered under that head.
-	-	-	-	-	-	-	-	-	0	52	0	52	
-	-	-	-	-	-	-	-	-	0	37	0	37	
-	-	-	-	-	-	-	-	-	0	34	0	34	
-	-	-	-	-	-	-	-	-	1	3	1	3	
-	-	-	-	-	-	-	-	-	8	45	8	45	
-	-	-	-	-	-	-	-	-	7	51	7	51	
-	-	-	-	-	-	-	-	-	1	68	1	68	
-	-	-	-	-	-	-	-	-	14	15	14	15	
-	-	-	-	-	-	-	-	-	3	39	3	39	
-	-	-	-	-	-	-	-	-	28	54	28	54	See Return for Lines open. This Company's Lines are all open.
-	-	-	-	-	-	-	-	-	7	20	7	20	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
28	-	1	153	606	-	819	35	14	15	32	50	46	
-	-	-	-	-	-	-	-	-	36	20	36	20	
-	-	-	-	-	-	-	-	-	7	40	7	40	
-	-	-	-	-	-	-	-	-	27	33	27	33	
-	-	-	-	-	-	-	-	-	35	60	35	60	
-	-	-	-	-	-	-	-	-	2	39	2	39	
-	-	-	-	-	-	-	-	-	2	46	2	46	-- The length of the Line is derived from Records in this Office. -- This Company possess no authority, still in force, for the construction of new Railways. -- The length of the Line is derived from Records in this Office. See Return for Lines open. This Company's Line is all open.
-	-	-	-	-	-	-	-	-	3	66	3	66	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
17	3	4	561	876	-	1,512	55	4	27	49	33	23	-- The length returned by this Company as in course of construction is 27 miles 15 chains, including the Huddersfield and Sheffield Junction Railway; those portions, the opening of which was sanctioned prior to the 29th June 1850, have, however, been deducted.
-	-	-	-	-	-	-	-	-	8	22	8	22	
-	-	-	-	-	-	-	-	-	1	33	1	33	
-	-	-	-	-	-	-	-	-	5	4	5	4	
-	-	-	-	-	-	-	-	-	2	46	2	46	
-	-	-	-	-	-	-	-	-	0	58	0	58	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	4	33	4	33	-- The lengths of these branches are derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	-	-	1	2	1	2	
-	-	-	-	-	-	-	-	-	3	0	0	57	
11	1	-	91	163	-	289	8	20	12	20	20	40	
-	-	-	-	-	-	-	0	30	-	-	0	30	
-	-	-	-	-	-	-	-	-	2	0	2	0	
-	-	-	-	-	-	-	-	-	9	0	9	0	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	13	0	13	0	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-- The portion of this Extension from Wath to Middleton Quernhow is not included in the length here given, as it has been entered under the head "Northern Counties Union," which see.

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Liskeard and Caradon - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Branch from Crow's Nest to Tokenbury Corner -	6 & 7 Vic. c. 43	-	-	-	-	-	-	-	-	-
Liverpool, Crosby and Southport - - - - -	10 & 11 Vic. c. 105	-	-	2	2	1	1	4	1	2
Liverpool, Manchester and Newcastle-upon-Tyne Junction - - - - -	9 & 10 Vic. c. 90 10 & 11 Vic. c. 227	1	-	-	-	-	-	-	-	-
Hawes Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Burnley Branch - - - - -	10 & 11 Vic. c. 240	-	-	-	-	-	-	-	-	-
Llanelly Railway and Dock - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Llynvi Valley - - - - -	9 & 10 Vic. c. 353 10 & 11 Vic. c. 79	-	-	-	-	-	-	-	-	-
London and Blackwall:										
Widening of Line from London to Stepney - - -	9 & 10 Vic. c. 273 12 & 13 Vic. c. 73	-	-	-	-	-	-	-	-	-
Branches to the London and St. Katherine's Docks -	11 & 12 Vic. c. 90	-	-	-	-	-	-	-	-	-
London and Greenwich - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
London and North Western - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Rugby and Stamford Railway (part of) - - -	9 Vic. c. 67	-	-	-	-	-	-	-	-	-
Extension at Leamington - - - - -	9 & 10 Vic. c. 248	-	-	-	-	-	-	-	-	-
Coventry and Nuneaton Railway - - - - -	9 & 10 Vic. c. 331	-	-	2	3	2	1	4	3	3
Extension at Birmingham to Navigation Street -	9 & 10 Vic. c. 359	-	-	-	-	-	-	-	-	-
Rugby and Leamington Railway - - - - -	9 & 10 Vic. c. 368	-	-	-	-	-	-	-	-	-
Leeds, Dewsbury and Manchester Railway (part of) -	8 & 9 Vic. c. 36 9 & 10 Vic. c. 362 8 & 9 Vic. c. 105 9 & 10 Vic. c. 259 9 & 10 Vic. c. 380 10 & 11 Vic. c. 161	-	-	-	-	-	-	-	-	-
Huddersfield and Manchester Railway (part of) -	8 & 9 Vic. c. 123 9 & 10 Vic. c. 80 9 & 10 Vic. c. 193 9 & 10 Vic. c. 261	-	-	-	-	-	-	-	-	-
Rainford Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bollington Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Huyton to Warrington Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Huyton and Aston Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Huyton, Prescott and Saint Helen's Branch - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Warrington and Kenyon Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Warrington and Parkside Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Edge Hill and Huyton Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Weedon and Northampton Branch - - - - -	9 & 10 Vic. c. 309	-	-	-	-	-	-	-	-	-
Newport Pagnell, Olney and Wellingborough Branch -	10 & 11 Vic. c. 107	-	-	-	-	-	-	-	-	-
Atherstone and Whiteacre Branch - - - - -	10 & 11 Vic. c. 118	-	-	-	-	-	-	-	-	-
St. Alban's, Luton and Dunstable Branch - - -	10 & 11 Vic. c. 132	-	-	-	-	-	-	-	-	-
Birmingham and Lichfield Railway - - - - -	10 & 11 Vic. c. 139	-	-	-	-	-	-	-	-	-
Portobello and Wolverhampton Railway - - -	10 & 11 Vic. c. 188	-	-	-	-	-	-	-	-	-
Branch from Kenilworth to Berkswell - - - -	10 & 11 Vic. c. 278	-	-	-	-	-	-	-	-	-
Widnes Branch - - - - -	10 & 11 Vic. c. 294	-	-	-	-	-	-	-	-	-
Prescot Brook Colliery Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Craven Colliery Branch - - - - -	11 & 12 Vic. c. 130	-	-	-	-	-	-	-	-	-
Mount Pleasant Colliery Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
London and South Western - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Farnham and Alton Branch (part of) - - -	9 & 10 Vic. c. 173 12 & 13 Vic. c. 33	-	-	-	-	-	-	-	-	-
Basingstoke and Salisbury Railway - - - - -	9 & 10 Vic. c. 370 12 & 13 Vic. c. 33	-	-	-	-	-	-	-	-	-
London Bridge Extension - - - - -	9 & 10 Vic. c. 391	-	-	-	-	-	-	-	-	-
Andover and Southampton Junction Railway - -	10 & 11 Vic. c. 115	-	-	-	-	-	-	-	-	-
Salisbury and Yeovil Extension - - - - -	11 & 12 Vic. c. 87	-	-	-	-	-	-	-	-	-
Southampton and Dorchester Railway - - -	- - - - -	-	-	-	-	-	-	-	-	-
Eling Branch - - - - -	10 & 11 Vic. c. 96	-	-	-	-	-	-	-	-	-
Lymington Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Weymouth Branch - - - - -	10 & 11 Vic. c. 97	-	-	-	-	-	-	-	-	-
London, Brighton and South Coast:										
London Bridge Station Enlargement - - - -	10 & 11 Vic. c. 276	-	-	1	1	1	1	3	1	1
East Grinstead Branch - - - - -	9 Vic. c. 54	-	-	-	-	-	-	-	-	-
Littlehampton Branch - - - - -	9 Vic. c. 68	-	-	-	-	-	-	-	-	-
Steyning Branch - - - - -	9 Vic. c. 69	-	-	-	-	-	-	-	-	-
Wandsworth Branch - - - - -	9 & 10 Vic. c. 281	-	-	-	-	-	-	-	-	-
Lowestoft Railway and Harbour - - - - -	- - - - -	1	-	-	1	1	1	2	1	-
Malton and Driffield Junction - - - - -	9 & 10 Vic. c. 77	2	-	1	3	2	1	5	2	3
Branch to Frodingham Bridge - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Manchester and Birmingham and North Stafford- shire Junction - - - - -	10 & 11 Vic. c. 233	-	-	-	-	-	-	-	-	-
Manchester and Southport - - - - -	10 & 11 Vic. c. 221	-	-	-	-	-	-	-	-	-
Manchester, Buxton, Matlock and Midlands Junction - - - - -	9 & 10 Vic. c. 192 10 & 11 Vic. c. 247 11 & 12 Vic. c. 156	-	-	-	-	-	-	-	-	-
Bakewell Branch - - - - -	11 & 12 Vic. c. 156	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c. ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	1 30	1 30	The length of this Branch is derived from previous Returns.
11	10	1	155	275	-	465	3 50	-	3 50	The length of this Line is derived from previous Returns.
-	-	-	-	-	-	1	-	41 43	41 43	- - The portion of this line to be constructed conjointly with the Northern Counties Union Railway Company, having been included with the Lines of that Company, is not comprised in the length here given.
-	-	-	-	-	-	-	-	9 14½	9 14½	
-	-	-	-	-	-	-	-	0 52½	0 52½	
-	-	-	-	-	-	-	-	-	-	- - This Company possess no authority, still in force, to construct new Lines.
-	-	-	-	-	-	-	-	13 40	13 40	The length of this Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	-	-	- - The length the Company are empowered to widen is 1 mile 51 chains, which is included in the length of open Line.
-	-	-	-	-	-	-	-	0 31	0 31	- - The length of these Branches is derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	-	-	-	See Return for Lines open,
8	3	-	70	300	-	399	7 46 0 60 9 73 1 0 15 8	-	7 46 0 60 9 73 1 0 15 8	
-	-	-	-	-	-	-	-	5 29	5 29	
-	-	-	-	-	-	-	-	5 19	5 19	
-	-	-	-	-	-	-	-	5 0	5 0	
-	-	-	-	-	-	-	-	2 20	2 20	
-	-	-	-	-	-	-	-	12 0½	12 0½	
-	-	-	-	-	-	-	-	12 4½	12 4½	
-	-	-	-	-	-	-	-	5 50	5 50	
-	-	-	-	-	-	-	-	4 73½	4 73½	
-	-	-	-	-	-	-	-	4 45½	4 45½	
-	-	-	-	-	-	-	-	4 20½	4 20½	
-	-	-	-	-	-	-	-	5 73	5 73	
-	-	-	-	-	-	-	-	20 36	20 36	
-	-	-	-	-	-	-	-	6 56	6 56	
-	-	-	-	-	-	-	-	22 53	22 53	
-	-	-	-	-	-	-	-	13 50	13 50	
-	-	-	-	-	-	-	-	2 7½	2 7½	
-	-	-	-	-	-	-	-	5 0	5 0	
-	-	-	-	-	-	-	-	1 22½	1 22½	
-	-	-	-	-	-	-	-	0 40	0 40	
-	-	-	-	-	-	-	-	2 54	2 54	
-	-	-	-	-	-	-	-	0 31	0 31	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	9 8	9 8	
-	-	-	-	-	-	-	-	33 58	33 58	
-	-	-	-	-	-	-	-	1 37	1 37	
-	-	-	-	-	-	-	-	19 55	19 55	
-	-	-	-	-	-	-	-	45 2	45 2	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	0 34½	0 34½	
-	-	-	-	-	-	-	-	4 7½	4 7½	
-	-	-	-	-	-	-	-	9 43	9 43	
3	2	1	130	162	-	307	-	-	-	- - The length, 20 chains, over which the Works were being carried on, has been omitted, as it appears to be a widening of the Line entered as open.
-	-	-	-	-	-	-	-	6 60	6 60	
-	-	-	-	-	-	-	-	1 20	1 20	
-	-	-	-	-	-	-	-	4 0	4 0	
-	-	-	-	-	-	-	-	6 40	6 40	
2	2	1	37	133	-	182	-	-	-	- - These persons were employed in the construction of the Harbour. The Railway is all open.
10	2	-	44	290	-	365	19 2½	-	19 2½	
-	-	-	-	-	-	-	-	5 4½	5 4½	
-	-	-	-	-	-	-	-	3 79	3 79	The length of the Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	42 10	42 10	
-	-	-	-	-	-	-	-	35 65	35 65	
-	-	-	-	-	-	-	-	3 52	3 52	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Manchester, Sheffield and Lincolnshire -										
Sheffield and Lincolnshire Junction Railway (part of)	8 & 9 Vic. c. 50	-	-	-	-	-	-	-	-	-
Whaley Bridge and Hayfield Branches	9 & 10 Vic. c. 230	-	-	-	-	-	-	-	-	-
Caistor Branch	9 & 10 Vic. c. 98	-	-	-	-	-	-	-	-	-
Bole to Newark-upon-Trent Extension	9 & 10 Vic. c. 100	-	-	-	-	-	-	-	-	-
Manchester and Lincoln Union Railway	9 & 10 Vic. c. 358 10 & 11 Vic. c. 102 10 & 11 Vic. c. 190	-	-	-	-	-	-	-	-	-
Bugsworth Branch	10 & 11 Vic. c. 116	-	-	-	-	-	-	-	-	-
Wragby Branch	10 & 11 Vic. c. 138	-	-	-	-	-	-	-	-	-
Barnsley Branch	11 & 12 Vic. c. 63	-	-	-	-	-	-	-	-	-
Crossing of Sheffield Street in Manchester	11 & 12 Vic. c. 69	-	-	-	-	-	-	-	-	-
Branch to the Sheffield Canal	11 & 12 Vic. c. 93	-	-	-	-	-	-	-	-	-
Manchester South Junction and Altrincham -										
Maryport and Carlisle										
Middlesbro' and Redcar										
Midland										
Erewash Valley Railway	8 & 9 Vic. c. 189	2	1	3	3	1	1	8	2	3
Erewash Valley Extension	9 & 10 Vic. c. 102									
Extension at Birmingham	9 & 10 Vic. c. 254									
Wooden Box Branch	9 & 10 Vic. c. 203									
Claycross and Newark Railway (part of)	9 & 10 Vic. c. 157	-	-	-	-	-	-	-	-	-
Burton-upon-Trent to Nuneston Line (part of)	9 & 10 Vic. c. 203	-	-	-	-	-	-	-	-	-
Wansford Branch	9 Vic. c. 51	-	-	-	-	-	-	-	-	-
Crick Branch	10 & 11 Vic. c. 215	-	-	-	-	-	-	-	-	-
New Brinsley Branch	9 & 10 Vic. c. 102	-	-	-	-	-	-	-	-	-
King's Norton to Hales Owen Line	9 & 10 Vic. c. 156	-	-	-	-	-	-	-	-	-
South Junction at Knighton	9 & 10 Vic. c. 340	-	-	-	-	-	-	-	-	-
Branch to Gresley Collieries	10 & 11 Vic. c. 122	-	-	-	-	-	-	-	-	-
Branch to Gresley Wood	Ditto	-	-	-	-	-	-	-	-	-
Branch to Price's Colliery	Ditto	-	-	-	-	-	-	-	-	-
Branch to New Hall Field Colliery	Ditto	-	-	-	-	-	-	-	-	-
Alfreton Branch	10 & 11 Vic. c. 191	-	-	-	-	-	-	-	-	-
Extension to Hitchin, Northampton and Huntingdon	10 & 11 Vic. c. 135 11 & 12 Vic. c. 21	-	-	-	-	-	-	-	-	-
Lincoln Extensions	10 & 11 Vic. c. 214	-	-	-	-	-	-	-	-	-
Ripley Branches	11 & 12 Vic. c. 88	-	-	-	-	-	-	-	-	-
Gloucester to Stonehouse Railway	11 & 12 Vic. c. 131	-	-	-	-	-	-	-	-	-
Musbrough and Normanton Stations Enlargement	10 & 11 Vic. c. 150	-	-	-	-	-	-	-	-	-
Mold										
Dee Branch	10 & 11 Vic. c. 162	-	-	-	-	-	-	-	-	-
Monmouthshire Railway and Canal										
Newport and Pontypool Railway	8 & 9 Vic. c. 169	4	1	4	4	1	4	3	3	4
Western Vallies Lines	11 & 12 Vic. c. 120 Ditto									
Newcastle-upon-Tyne and Carlisle										
Alston Branch	9 & 10 Vic. c. 394 12 & 13 Vic. c. 43	-	-	1	10	4	-	9	-	3
Newmarket										
Cambridge Branch	9 & 10 Vic. c. 172	-	-	-	-	-	-	-	-	-
Bury Extension and Ely Branch	10 Vic. c. 12	-	-	-	-	-	-	-	-	-
Thetford Extension										
Thetford Extension	10 Vic. c. 20	-	-	-	-	-	-	-	-	-
Newport, Abergavenny and Hereford										
Newport, Abergavenny and Hereford	9 & 10 Vic. c. 303 10 & 11 Vic. c. 86	1	-	-	-	-	-	-	-	1
Pontypool Branch	Ditto	-	-	-	-	-	-	-	-	-
Usk Branch	Ditto	-	-	-	-	-	-	-	-	-
Usk Bridge Branch	Ditto	-	-	-	-	-	-	-	-	-
Ragland Branch	Ditto	-	-	-	-	-	-	-	-	-
Branch to Llanvihangel Tramroad	10 & 11 Vic. c. 86	-	-	-	-	-	-	-	-	-
Second Branch to Llanvihangel Tramroad	Ditto	-	-	-	-	-	-	-	-	-
Extension to Taff Vale Railway	10 & 11 Vic. c. 177	-	-	-	-	-	-	-	-	-
Norfolk										
Extension (Fakenham to Wells and Blakeney)	9 & 10 Vic. c. 169	-	-	-	-	-	-	-	-	-
Reedham and Diss Branches	10 & 11 Vic. c. 64	-	-	-	-	-	-	-	-	-
Diss Branch	10 & 11 Vic. c. 94	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c. ON 29 JUNE 1850—continued.

Foremen.	Police-men or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorised, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	1 40	1 40	- - The Acts referred to under this head have been repealed, and their principal provisions re-enacted by 12 & 18 Vict., c. 81. The lengths of the lines mentioned have been derived from former Returns of this Company.
-	-	-	-	-	-	-	-	15 5	15 5	
-	-	-	-	-	-	-	-	2 61	2 61	
-	-	-	-	-	-	-	-	11 50	11 50	
-	-	-	-	-	-	-	-	11 45	11 45	
-	-	-	-	-	-	-	-	0 46	0 46	
-	-	-	-	-	-	-	-	4 50	4 50	
-	-	-	-	-	-	-	-	11 34	11 34	
-	-	-	-	-	-	-	-	0 1½	0 1½	
-	-	-	-	-	-	-	-	0 36	0 36	
-	-	-	-	-	-	-	-	-	-	See Return for Lines open.
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	-	-	-	-	-	-	-	This Company's Lines are all open.
-	-	-	-	-	-	-	-	-	-	- - In the number of persons employed are included 47 Labourers and 3 Foremen, engaged, under a Contractor, on the Leicester Branch, which was opened prior to the 29th June 1850.
9	2	2	110	331	7	485	0 72½	0 9	1 1½	
-	-	-	-	-	-	-	1 25	7 12½	8 37½	
-	-	-	-	-	-	-	0 61½	0 38½	1 20	
-	-	-	-	-	-	-	2 31½	0 28½	2 60	
-	-	-	-	-	-	-	-	25 70	25 70	
-	-	-	-	-	-	-	-	16 65	16 65	
-	-	-	-	-	-	-	-	5 76	5 76	
-	-	-	-	-	-	-	-	1 20	1 20	
-	-	-	-	-	-	-	-	0 11	0 11	
-	-	-	-	-	-	-	-	5 48	5 48	
-	-	-	-	-	-	-	-	0 30	0 30	This Junction is omitted in the Company's Return.
-	-	-	-	-	-	-	-	0 41	0 41	
-	-	-	-	-	-	-	-	0 48	0 48	
-	-	-	-	-	-	-	-	0 19	0 19	
-	-	-	-	-	-	-	-	0 11	0 11	
-	-	-	-	-	-	-	-	0 38	0 38	
-	-	-	-	-	-	-	-	108 6	108 6	
-	-	-	-	-	-	-	-	0 51	0 51	
-	-	-	-	-	-	-	-	10 28	10 28	
-	-	-	-	-	-	-	-	8 22	8 22	
-	-	-	-	-	-	-	-	-	-	- - The lengths of these enlargements, 2 miles 5 chains, have been omitted, as the Lines appear to be sidings to Railways already completed.
-	-	-	-	-	-	-	-	0 45	0 45	- - The length of this Branch is derived from Records in this Office.
5	6	4	18	46	-	107	10 0	10 0	20 0	- - A portion of these Lines, being entered as open, has been deducted from the length returned by the Company as under construction.
11	-	1	147	543	-	729	14 40	-	14 40	
-	-	-	-	-	-	-	-	-	-	- - The lengths of this Company's Lines have been derived from previous Returns.
-	-	-	-	-	-	-	-	6 30	6 30	- - Exclusive of length of Line from Newmarket to Kentford, 4 miles 70 chains, the powers granted by the Act 10 Vict., c. 12, for the construction of this portion having ceased on the passing of the Act 10 Vict., c. 20.
-	-	-	-	-	-	-	-	22 76	22 76	- - Including the Line from Newmarket to Kentford, in length 4 miles 70 chains.
-	-	-	-	-	-	-	-	19 56	19 56	
-	-	-	-	-	-	2	-	32 7	32 7	
-	-	-	-	-	-	-	-	0 16½	0 16½	
-	-	-	-	-	-	-	-	4 64	4 64	
-	-	-	-	-	-	-	-	0 40½	0 40½	
-	-	-	-	-	-	-	-	6 22	6 22	
-	-	-	-	-	-	-	-	1 37½	1 37½	
-	-	-	-	-	-	-	-	0 20	0 20	
-	-	-	-	-	-	-	-	15 16	15 16	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	16 74½	16 74½	- - The length of this Line is derived from the Plans deposited in this office.
-	-	-	-	-	-	-	-	37 13	37 13	
-	-	-	-	-	-	-	-	11 55	11 55	

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
<i>Northampton and Banbury</i> - - - - -	10 & 11 Vic. c. 178	-	-	-	-	-	-	-	-	-
<i>Northern and Eastern</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Northern Counties Union</i> - - - - -	{ 9 & 10 Vic. c. 260 10 & 11 Vic. c. 290 }	1	-	-	-	-	-	-	-	1
<i>Leyburn to Newton-le-Willows Section</i> - - - - -	{ 9 & 10 Vic. c. 260 10 & 11 Vic. c. 227 }	-	-	-	-	-	-	-	-	-
<i>Wath to Middleton Quernhow Section</i> - - - - -	{ 9 & 10 Vic. c. 260 11 & 12 Vic. c. 56 }	-	-	-	-	-	-	-	-	-
<i>North Staffordshire</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Sandbach Branch</i> - - - - -	9 & 10 Vic. c. 84	-	-	-	-	-	-	-	-	-
<i>Newcastle-under-Lyme Branch</i> - - - - -	9 & 10 Vic. c. 85	-	-	-	-	-	-	-	-	-
<i>Apedale Branch</i> - - - - -	10 & 11 Vic. c. 108	-	-	-	-	-	-	-	-	-
<i>Loop Line through Burslem</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Branch to Earl of Granville's Iron Works</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Ashbourne Branch</i> - - - - -	11 & 12 Vic. c. 83	-	-	-	-	-	-	-	-	-
<i>North Union</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>North Wales</i> - - - - -	{ 8 & 9 Vic. c. 106 9 & 10 Vic. c. 327 }	-	-	-	-	-	-	-	-	-
<i>North Western</i> - - - - -	{ 9 & 10 Vic. c. 92 9 & 10 Vic. c. 184 12 & 13 Vic. c. 19 }	-	-	-	-	-	-	-	-	-
<i>Oldham Alliance</i> - - - - -	10 & 11 Vic. c. 232	1	-	-	-	-	-	-	-	-
<i>Oxford, Worcester and Wolverhampton</i> - - - - -	{ 8 & 9 Vic. c. 184 11 & 12 Vic. c. 133 8 & 9 Vic. c. 184 }	1	-	3	-	-	2	2	1	3
<i>Stoke Prior Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Junction with Birmingham and Gloucester Railway</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Kingswinford Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Stourbridge Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Worcester Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Droitwich Junction</i> - - - - -	9 & 10 Vic. c. 278	-	-	-	-	-	-	-	-	-
<i>Wilney Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Stratford-upon-Avon Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Parkgate and Chester and Birkenhead</i> - - - - -	10 & 11 Vic. c. 187	1	-	-	-	-	-	-	-	-
<i>Portbury Pier and Railway</i> - - - - -	9 & 10 Vic. c. 344	-	-	-	-	-	1	-	-	-
<i>Preston and Longridge</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Reading, Guildford and Reigate</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Royston and Hitchin</i> - - - - -	9 & 10 Vic. c. 170	1	-	-	1	1	-	3	1	2
<i>Shepreth Extension</i> - - - - -	11 & 12 Vic. c. 119	-	-	-	-	-	-	-	-	-
<i>Saint Helen's Canal and Railway</i> - - - - -	- - - - -	-	-	-	-	-	-	1	-	-
<i>Widnes to Garston Branch</i> - - - - -	9 & 10 Vic. c. 183	-	-	-	-	-	-	-	-	-
<i>Widnes to Warrington Branch</i> - - - - -	10 & 11 Vic. c. 271	-	-	-	-	-	-	-	-	-
<i>Branch at Warrington to Birkenhead, Lancashire and Cheshire Junction Railway</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Saundersfoot Railway and Harbour</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Sheffield, Rotherham, Barnsley, Wakefield, Hud- dersfield and Goole</i> - - - - -	9 & 10 Vic. c. 354	1	-	-	-	-	-	-	-	-
<i>Shrewsbury and Birmingham</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Branch to Coalbrookdale</i> - - - - -	{ 9 & 10 Vic. c. 307 10 & 11 Vic. c. 80 12 & 13 Vic. c. 85 }	-	-	-	-	-	-	-	-	-
<i>Madeley Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Ironbridge Branch</i> - - - - -	10 & 11 Vic. c. 80	-	-	-	-	-	-	-	-	-
<i>Shrewsbury and Chester</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Crickheath Branch</i> - - - - -	9 & 10 Vic. c. 274	-	-	-	-	-	-	-	-	-
<i>Wem Branch</i> - - - - -	- Ditto -	-	-	-	-	-	-	-	-	-
<i>Branches to River Dee</i> - - - - -	12 & 13 Vic. c. 55	-	-	-	-	-	-	-	-	-
<i>Shrewsbury and Hereford</i> - - - - -	9 & 10 Vic. c. 325	1	1	-	-	-	-	-	-	1

IN ENGLAND AND WALES, &c., ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Laborers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	21 73	21 73	No persons are employed upon this Railway.
-	-	-	-	-	-	-	-	-	-	See Return for "Lines open."
-	-	-	-	-	-	2	7 4	105 0	112 4	- - The Works on the portion of this Line entered as in course of construction have been suspended.
-	-	-	-	-	-	-	-	12 40	12 40	- - By Act 10 & 11 Vict. c. 227, the Liverpool, Manchester and Newcastle-upon-Tyne Junction Railway Company are authorized to construct this Line conjointly with the Northern Counties Union Railway Company.
-	-	-	-	-	-	-	-	2 40	2 40	- - By Act 11 & 12 Vict. c. 56, the Leeds and Thirsk Railway Company are authorized to bear one moiety of the cost of the construction and maintenance of this portion of the Northern Counties Union Railway. The length of this, and of the above section, are derived from previous Returns.
-	-	-	-	-	-	-	-	-	-	- - The Works on the Branches, entered as under construction, were suspended on the 29th June 1850.
-	-	-	-	-	-	-	6 40	1 47	8 7	- - Some of the powers of Acts 9 & 10 Vict. c. 85, and 10 & 11 Vict. c. 108, are extended by 13 & 14 Vict. c. 55, (15th July 1850.)
-	-	-	-	-	-	-	1 40	2 52	4 12	
-	-	-	-	-	-	-	-	1 41	1 41	
-	-	-	-	-	-	-	-	2 78	2 78	
-	-	-	-	-	-	-	-	1 32	1 32	
-	-	-	-	-	-	-	-	6 65	6 65	
-	-	-	-	-	-	-	-	-	-	This Company's Railways are all open.
-	-	-	-	-	-	-	-	-	-	- - The length of this Line is omitted, as the powers for completing it, granted by the Acts referred to, appear to have expired through effluxion of time.
-	-	-	-	-	-	-	-	17 17	17 17	- - The length of this Line is derived from Records in this Office.
-	-	-	-	-	-	1	-	19 39	19 39	
-	1	2	-	1	-	16	-	88 70½	88 70½	- - Works have been partially done upon 91 miles 52 chains of this Company's Lines, but these were suspended on the 29th June 1850. The lengths of some of the Lines are entered as they were laid out for construction, and differ slightly from the lengths delineated on the Parliamentary Plans.
-	-	-	-	-	-	-	-	4 26½	4 26½	
-	-	-	-	-	-	-	-	0 64	0 64	
-	-	-	-	-	-	-	-	2 50	2 50	
-	-	-	-	-	-	-	-	0 72	0 72	
-	-	-	-	-	-	-	-	1 35½	1 35½	
-	-	-	-	-	-	-	-	0 35	0 35	
-	-	-	-	-	-	-	-	4 77	4 77	
-	-	-	-	-	-	-	-	8 60	8 60	
-	-	-	-	-	-	1	-	5 12	5 12	
-	-	-	-	-	-	1	-	9 11	9 11	- - The length of the Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	-	-	-	-	-	-	-	See Return for "Lines open."
-	3	-	45	485	-	542	12 59	-	12 59	
-	-	-	-	-	-	-	-	5 2	5 2	
-	-	-	-	57	-	58	-	-	-	- - These persons were employed in altering a level on the open portion of this Railway.
-	-	-	-	-	-	-	-	7 35	7 35	
-	-	-	-	-	-	-	-	5 78	5 78	
-	-	-	-	-	-	-	-	0 34	0 34	
-	-	-	-	-	-	-	-	-	-	The Railway is completed.
-	-	-	-	-	-	1	-	17 24	17 24	- - The length of this portion of the Railway is derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	-	-	-	- - The lengths of this Company's Lines are derived from former Returns.
-	-	-	-	-	-	-	-	1 31	1 31	
-	-	-	-	-	-	-	-	3 67	3 67	
-	-	-	-	-	-	-	-	1 36	1 36	
4	-	-	15	60	-	79	-	-	-	These persons were employed erecting a wharf at Saltney.
-	-	-	-	-	-	-	-	4 28	4 28	
-	-	-	-	-	-	-	-	6 71	6 71	
-	-	-	-	-	-	-	-	1 52	1 52	- - These Branches were not included in this Company's Return.
-	-	-	-	-	-	3	-	50 54	50 54	- - The Works on this Line were in abeyance on the 29th June 1850.

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorising Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Shropshire Union Railways and Canal :										
Chester and Wolverhampton Line - - - -	9 & 10 Vic. c. 322	-	-	-	-	-	-	-	-	-
Shrewsbury and Stafford Line - - - -	9 & 10 Vic. c. 323	-	-	-	-	-	-	-	-	-
Abbey Foregate Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Stone Branch (Plaridwick to Norton Bridge) - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Shallowford Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Newton and Crewe Line - - - -	9 & 10 Vic. c. 324	-	-	-	-	-	-	-	-	-
South Devon - - - -										
Sutton Pool Branch - - - -	9 & 10 Vic. c. 402	-	-	-	-	-	-	-	-	-
Millbay Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Devonport Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Torquay Extension - - - -	10 & 11 Vic. c. 242	-	-	-	-	-	-	-	-	-
Brizham Extension - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
South Eastern - - - -										
Hastings, Rye and Ashford Extension - - - -	8 & 9 Vic. c. 200	5	-	18	28	12	5	50	4	14
Railway from Rye to Rye Harbour - - - -	9 Vic. c. 55									
Tunbridge Wells and Hastings Branch - - - -	9 Vic. c. 64									
South Staffordshire - - - -										
Darlaston Branch - - - -	9 & 10 Vic. c. 300	-	-	-	-	-	-	-	-	-
Daw End Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Cannock Branch - - - -	10 & 11 Vic. c. 189	-	-	-	-	-	-	-	-	-
Wyrley Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Norton Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
South Wales - - - -										
Swansea Branch (part of) - - - -	8 & 9 Vic. c. 190	-	-	-	7	5	1	14	-	4
Grange-court to Hagloe Extension - - - -	9 & 10 Vic. c. 239									
Pembroke Branch - - - -	10 & 11 Vic. c. 109									
Monmouth Branch - - - -	13 Vic. c. 7	-	-	-	-	-	-	-	-	-
Haverfordwest Branch - - - -	9 & 10 Vic. c. 239	-	-	-	-	-	-	-	-	-
Forest of Dean Branch - - - -	9 & 10 Vic. c. 240	-	-	-	-	-	-	-	-	-
Bullo Pill Branch - - - -	8 & 9 Vic. c. 190	-	-	-	-	-	-	-	-	-
Briton Ferry Branch - - - -	13 Vic. c. 7	-	-	-	-	-	-	-	-	-
South Yorkshire, Doncaster and Goole - - - -										
Branch to Great Northern at Doncaster - - - -	10 & 11 Vic. c. 291	1	-	1	-	-	-	4	-	1
Worsburgh Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Elsecar Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Extension to Silkstone - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Swinton Branches - - - -	11 & 12 Vic. c. 65	-	-	-	-	-	-	-	-	-
Doncaster Decoy Wood Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Stockton and Darlington - - - -										
Stockton and Hartlepool - - - -										
Swansea and Amman Junction - - - -										
Branch to Swansea Canal - - - -	10 & 11 Vic. c. 179	-	-	-	-	-	-	-	-	-
Branch from Nantmelyn to Gwawn Cae Gurwen Colliery. - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Swansea Valley - - - -										
Forest Branches to Old Rolling Mill - - - -	10 & 11 Vic. c. 101	-	-	-	-	-	-	-	-	-
Cwmstorch Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Falsedwynn Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Taff Vale - - - -										
Rhondda Fawr Branch - - - -	9 & 10 Vic. c. 393	-	-	-	-	-	-	-	-	-
Rhondda Fach Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Aerw Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Taw Vale Railway and Dock ;										
Barnstaple to Crediton Section - - - -	9 & 10 Vic. c. 355	1	-	1	-	-	-	-	-	1
Bideford Branch - - - -	10 & 11 Vic. c. 273	-	-	-	-	-	-	-	-	-
South Molton Branch - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Tenby, Saundersfoot and South Wales - - - -										
Thames Haven Dock and Railway - - - -	9 & 10 Vic. c. 256	1	-	-	-	-	-	-	-	-
	6 & 7 Will. 4, c. 108									
	5 & 6 Vic. c. 89									
	9 & 10 Vic. c. 144	-	-	-	-	-	-	-	-	-

IN ENGLAND AND WALES, &c., ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	45 7	45 7	
-	-	-	-	-	-	-	-	0 19 $\frac{3}{4}$	0 19 $\frac{3}{4}$	
-	-	-	-	-	-	-	-	7 10	7 10	
-	-	-	-	-	-	-	-	0 49	0 49	
-	-	-	-	-	-	-	-	69 16	69 16	
-	-	-	-	-	-	-	-	1 57 $\frac{1}{2}$	1 57 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	0 41 $\frac{1}{2}$	0 41 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	0 79	0 79	
-	-	-	-	-	-	-	-	0 60	0 60	
-	-	-	-	-	-	-	-	8 4	8 4	
85	27	-	1,381	3,503	-	5,132	28 24	-	28 24	
-	-	-	-	-	-	-	1 70	-	1 70	
-	-	-	-	-	-	-	31 14	-	31 14	
-	-	-	-	-	-	-	-	-	-	- - The lengths of the Branches mentioned are derived from former Returns.
-	-	-	-	-	-	-	-	1 40	1 40	
-	-	-	-	-	-	-	-	0 57 $\frac{1}{2}$	0 57 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	7 25 $\frac{1}{2}$	7 25 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	0 33 $\frac{1}{2}$	0 33 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	1 40	1 40	
17	4	1	185	447	-	685	12 7	70 22	82 29	
-	-	-	-	-	-	-	0 20	-	0 20	
-	-	-	-	-	-	-	7 40	-	7 40	
-	-	-	-	-	-	-	-	19 33	19 33	
-	-	-	-	-	-	-	-	23 15	23 15	
-	-	-	-	-	-	-	-	5 15	5 15	
-	-	-	-	-	-	-	-	5 37	5 37	
-	-	-	-	-	-	-	-	0 41	0 41	
-	-	-	-	-	-	-	-	1 67	1 67	
-	-	-	-	-	-	-	5 48	3 9	8 57	
-	-	-	12	60	-	79	0 20	1 63	2 3	- - The length of this Branch is derived from the Plans deposited in this Office and from the Act referred to,
-	-	-	-	-	-	-	2 20	1 42	3 62	
-	-	-	-	-	-	-	2 54	-	2 54	
-	-	-	-	-	-	-	-	0 30	0 30	
-	-	-	-	-	-	-	-	0 78	0 78	
-	-	-	-	-	-	-	-	1 11	1 11	
-	-	-	-	-	-	-	-	-	-	- - This Company had no authority to construct any Railways in addition to their open Lines on 29th June, excepting a deviation sanctioned by 12 & 13 Vict., c. 54, on the completion of which, a portion of the open Line, equal in length to the Deviation, was to be abandoned.
-	-	-	-	-	-	-	-	-	-	- - This Company have no authority to construct Railways in addition to their open Lines.
-	-	-	-	-	-	-	-	4 32	4 32	
-	-	-	-	-	-	-	-	0 3 $\frac{1}{2}$	0 3 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	2 12	2 12	
-	-	-	-	-	-	-	-	17 0	17 0	- - The Ystalyfera Branch, 76 chains in length, which the Ystalyfera Iron Company are by Act 10 & 11 Vict., c. 101, authorized to construct, is not included in the length here given.
-	-	-	-	-	-	-	-	0 78	0 78	
-	-	-	-	-	-	-	-	1 5	1 5	
-	-	-	-	-	-	-	-	0 47	0 47	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	7 50	7 50	
-	-	-	-	-	-	-	-	4 10	4 10	
-	-	-	-	-	-	-	-	1 3	1 3	
-	2	1	-	-	-	6	6 50	24 20	30 70	
-	-	-	-	-	-	-	-	6 1 $\frac{1}{2}$	6 1 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	7 26 $\frac{1}{2}$	7 26 $\frac{1}{2}$	
-	-	-	-	-	-	-	-	7 20	7 20	Line not commenced.
-	-	-	-	-	-	1	1 60	13 60	15 40	The works are suspended.

LINES AND BRANCHES OF RAILWAY NOT OPEN

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Vale of Neath - - - - -	9 & 10 Vic. c. 341	6	-	2	7	3	1	14	3	3
Branch to Aberdare and Heolymelin - - - - -	10 & 11 Vic. c. 74									
Neath West Branch - - - - -	- - Ditto - - - - -									
Branch to Pwllfaron - - - - -	10 & 11 Vic. c. 74									
Branch to Dinas Tramroad at Abernant - - - - -	9 & 10 Vic. c. 341									
Branch to Maesmarchog - - - - -	- - Ditto - - - - -									
Penderyn Branch - - - - -	- - Ditto - - - - -									
Rhygos Collieries Branch - - - - -	10 & 11 Vic. c. 74	-	-	-	-	-	-	-	-	-
Wear Valley - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
West Cornwall - - - - -	9 & 10 Vic. c. 336	-	-	1	-	-	-	-	-	-
West London - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Wharfedale - - - - -	9 & 10 Vic. c. 177	1	-	-	-	-	1	-	-	-
Whitehaven and Furness Junction - - - - -	8 & 9 Vic. c. 100	-	-	1	21	2	-	13	-	2
Extension - - - - -	9 & 10 Vic. c. 320									
11 & 12 Vic. c. 128	- - - - -									
Whitehaven Junction - - - - -	11 & 12 Vic. c. 80	-	-	-	-	-	-	-	-	-
Wilts, Somerset and Weymouth :	- - - - -	-	-	-	-	-	-	-	-	-
Westbury to Salisbury Section - - - - -	8 & 9 Vic. c. 53	-	-	-	13	1	1	6	2	2
Westbury to Weymouth Section - - - - -	9 & 10 Vic. c. 313									
Devizes Branch - - - - -	8 & 9 Vic. c. 53									
Radstock Branch - - - - -	9 & 10 Vic. c. 313									
Sherborne Branch - - - - -	10 & 11 Vic. c. 60									
Bridport Branch - - - - -	8 & 9 Vic. c. 53	-	-	-	-	-	-	-	-	-
Bradford and Bathampton Branch - - - - -	9 & 10 Vic. c. 313	-	-	-	-	-	-	-	-	-
Windsor, Staines and South-Western (Richmond to Windsor) - - - - -	10 & 11 Vic. c. 57	-	-	-	-	-	-	-	-	-
Wokingham - - - - -	9 & 10 Vic. c. 236	1	-	-	-	-	-	-	-	1
Wycombe - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
York and North Midland - - - - -	- - - - -	1	-	1	-	1	-	1	-	1
Whitby and Pickering Railway - - - - -	9 Vic. c. 59	-	-	-	-	-	-	-	-	-
Castleton Branch - - - - -	9 Vic. c. 65	-	-	-	-	-	-	-	-	-
Extension to Docks at Kingston-upon-Hull - - - - -	9 Vic. c. 66	-	-	-	-	-	-	-	-	-
Market Weighton Line (part of) - - - - -	9 Vic. c. 66	-	-	-	-	-	-	-	-	-
Hull and Bridlington Railway - - - - -	9 Vic. c. 66	-	-	-	-	-	-	-	-	-
Hornsea Branch - - - - -	9 & 10 Vic. c. 89	-	-	-	-	-	-	-	-	-
Leeds Extension - - - - -	12 & 13 Vic. c. 60	-	-	-	-	-	-	-	-	-
Harrogate, Knaresborough and Boroughbridge Branch - - - - -	10 & 11 Vic. c. 140	-	-	-	-	-	-	-	-	-
York, Newcastle and Berwick - - - - -	10 & 11 Vic. c. 219	-	-	-	-	-	-	-	-	-
Alnwick Branch - - - - -	8 & 9 Vic. c. 163	-	-	1	-	-	1	1	-	-
Brewery Quay Branch - - - - -	8 & 9 Vic. c. 92	-	-	-	-	-	-	-	-	-
Miscalp Dock Branch - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
Blyth Branch - - - - -	8 & 9 Vic. c. 163	-	-	-	-	-	-	-	-	-
Thirsk and Malton Branch Railway - - - - -	12 & 13 Vic. c. 58	-	-	-	-	-	-	-	-	-
Bedale Branch - - - - -	9 Vic. c. 58	-	-	-	-	-	-	-	-	-
Pensher Branch - - - - -	11 & 12 Vic. c. 55	-	-	-	-	-	-	-	-	-
Faussett-street Branch - - - - -	12 & 13 Vic. c. 58	-	-	-	-	-	-	-	-	-
Bishop Auckland Branch - - - - -	9 & 10 Vic. c. 96	-	-	-	-	-	-	-	-	-
Pelaw Branch - - - - -	9 & 10 Vic. c. 264	-	-	-	-	-	-	-	-	-
Branches to Docks - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
Hartlepool Branch - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
Easingwold Branch - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
Thrislington Branch - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
Main Line Improvement - - - - -	11 & 12 Vic. c. 24	-	-	-	-	-	-	-	-	-
Barmoor Branch - - - - -	12 & 13 Vic. c. 58	-	-	-	-	-	-	-	-	-
Alnmouth Branch - - - - -	- - Ditto - - - - -	-	-	-	-	-	-	-	-	-
TOTAL (Lines not open in ENGLAND and WALES) - - - - -	- - - - -	70	5	104	199	88	52	320	85	145

IN ENGLAND AND WALES, &c. ON 29 JUNE 1850—continued.

Formen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.		Length of Line neither Open nor in course of Construction on the 29th June 1850.		Total Length of Line authorized, but not open on the 29th June 1850.		REMARKS.
							Mls.	chs.	Mls.	chs.	Mls.	chs.	
50	-	1	275	1,918	1	2,284	19	26	3	34	22	60	- - The lengths of these two Branches have been derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	2	25	1	35	3	60	
-	-	-	-	-	-	-	0	20	-	-	0	20	
-	-	-	-	-	-	-	-	-	0	10	0	10	
-	-	-	-	-	-	-	-	-	0	74	0	74	- - The length of this Line is derived from a former Return made by the Company, a portion of the Hayle Railway, which is open, being deducted.
-	-	-	-	-	-	-	-	-	0	12	0	12	
-	-	-	-	-	-	-	-	-	2	18	2	18	
-	-	-	-	-	-	-	-	-	1	64	1	64	
-	-	-	-	-	-	1	-	-	-	-	-	-	This Company's Lines are all open.
-	-	-	-	-	-	-	-	-	26	61½	26	61½	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	2	-	-	22	15	22	15	
-	-	-	156	705	2	902	12	74	1	53	14	47	- - The length of this Line, which has not been commenced, is derived from Records in this Office; no Lands have been purchased, and the persons mentioned in this Return are only partially employed.
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	0	42½	0	42½	
1	4	1	26	308	-	365	5	25	19	31	24	56	
-	-	-	-	-	-	-	8	55	50	70½	59	45½	} Engineers are included with Superintendents.
-	-	-	-	-	-	-	-	-	8	43	8	43	
-	-	-	-	-	-	-	-	-	8	51½	8	51½	
-	-	-	-	-	-	-	-	-	3	74	3	74	
-	-	-	-	-	-	-	-	-	11	55	11	55	- - 4½ miles of this Line, the opening of which was sanctioned prior to the 29th June 1850, has been deducted from the length returned by the Company as under construction.
-	-	-	-	-	-	-	-	-	10	3	10	3	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	2	-	-	16	25	16	25	See Return for "Lines open."
-	-	-	-	-	-	-	-	-	9	54	9	54	
1	2	-	44	65	-	117	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	11	0	11	0	
-	-	-	-	-	-	-	-	-	4	0	4	0	- - The length of the Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	-	9	50	9	50	
-	-	-	-	-	-	-	-	-	11	0	11	0	
-	-	-	-	-	-	-	-	-	14	61	14	61	
-	-	-	-	-	-	-	-	-	10	40	10	40	- - These persons were employed by Contractors on the Knottingley Branch, the opening of which was sanctioned prior to the 29th June 1850.
3	-	-	44	93	-	143	2	60	-	-	2	60	
-	-	-	-	-	-	-	-	-	0	14	0	14	
-	-	-	-	-	-	-	-	-	0	11	0	11	
-	-	-	-	-	-	-	-	-	4	73	4	73	- - The length of this Extension is derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	-	-	28	70	28	70	
-	-	-	-	-	-	-	-	-	2	63	2	63	
-	-	-	-	-	-	-	-	-	6	75	6	75	
-	-	-	-	-	-	-	-	-	0	17	0	17	- - The lengths of these two Branches are not included in the Company's Return.
-	-	-	-	-	-	-	-	-	0	74	0	74	
-	-	-	-	-	-	-	-	-	2	66	2	66	
-	-	-	-	-	-	-	-	-	2	70	2	70	
-	-	-	-	-	-	-	-	-	6	56	6	56	- - The length of the Line is derived from Records in this Office.
-	-	-	-	-	-	-	-	-	3	33	3	33	
-	-	-	-	-	-	-	-	-	0	33	0	33	
-	-	-	-	-	-	-	-	-	28	7	28	7	
-	-	-	-	-	-	-	-	-	4	6	4	6	- - These persons were employed by Contractors on the Knottingley Branch, the opening of which was sanctioned prior to the 29th June 1850.
-	-	-	-	-	-	-	-	-	0	78	0	78	
474	147	57	6,150	23,863	24	31,783	594	56½	3,159	27	3,754	3½	

S C O T L A N D .

RETURN of the Number and Description of Persons employed on each Line and Branch Line of RAILWAY in Scotland, of each such Line or Branch Line on which the Works were in Progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Aberdeen - - - - -	8 & 9 Vic. c. 153	-	-	-	-	-	-	-	-	-
Airdrie and Bathgate Junction - - - - -	9 & 10 Vic. c. 377	1	-	-	-	-	-	-	-	-
Alford Valley - - - - -	9 & 10 Vic. c. 134	1	-	-	-	-	-	-	-	1
Arbroath and Forfar - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ardrossan - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Ayrshire and Galloway (Smithstown and Dal- mellington.)	10 Vic. c. 10	-	-	-	-	-	-	-	-	-
Ayrshire, Bridge of Weir and Port Glasgow Junction.	9 & 10 Vic. c. 237	1	-	-	-	-	-	-	-	-
East Fork at Johnstone - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Kilbarchan Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Gryfes Mill Branch - - - - -	10 & 11 Vic. c. 234	-	-	-	-	-	-	-	-	-
Crosslie Mill Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Caledonian - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Gartcosh Branch - - - - -	9 & 10 Vic. c. 229	-	-	-	-	-	-	-	-	-
Motherwell Branch (Auchinheath) Extension	10 Vic. c. 22	-	-	-	-	-	-	-	-	-
Wiltontown Branch - - - - -	10 Vic. c. 23	-	-	-	-	-	-	-	-	-
Fauldhouse Branches - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Biggar and Broughton Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Leamahagow Branches - - - - -	10 Vic. c. 24	-	-	-	-	-	-	-	-	-
Canobie Branches - - - - -	10 & 11 Vic. c. 172	-	-	-	-	-	-	-	-	-
Annan and Kellhead Branches - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Edinburgh Station and Branches - - - - -	10 & 11 Vic. c. 237	-	-	-	-	-	-	-	-	-
Branch across River Clyde, and Glasgow Station	11 & 12 Vic. c. 121	-	-	-	-	-	-	-	-	-
Caledonian and Dumbartonshire Junction - {	9 & 10 Vic. c. 81	1	-	1	4	-	3	1	-	2
Deeside - - - - -	10 & 11 Vic. c. 83									
Drumpeller - - - - -	9 & 10 Vic. c. 158	1	-	-	-	-	-	-	-	-
	6 & 7 Vic. c. 63	-	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 53									
Dunblane, Doune and Callander - - - - -	9 & 10 Vic. c. 176	-	-	-	-	-	-	-	-	-
Dundee and Arbroath - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Broughty Ferry Branch - - - - -	9 & 10 Vic. c. 133	-	-	-	-	-	-	-	-	-
Dundee Junction - - - - -	11 & 12 Vic. c. 129	-	-	-	-	-	-	-	-	-
Dundee and Newtyle - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Dundee and Perth, and Aberdeen Railway Junction.	- - - - -	-	-	-	-	-	-	-	-	-
Inchture Branch - - - - -	10 & 11 Vic. c. 89	-	-	-	-	-	-	-	-	-
Inchmichael Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
East of Fife - - - - -	9 & 10 Vic. c. 190	-	-	-	-	-	-	-	-	-
	10 & 11 Vic. c. 224									
Edinburgh and Bathgate - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Uphall and Binny Quarries Branch - - - - -	9 & 10 Vic. c. 332	2	-	1	2	1	-	1	-	2
Barracks Branch - - - - -	11 & 12 Vic. c. 116									
Whitburn Branch - - - - -	9 & 10 Vic. c. 332	-	-	-	-	-	-	-	-	-
Extension to Benhar Colliery - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Edinburgh and Glasgow - - - - -	11 & 12 Vic. c. 116	-	-	-	-	-	-	-	-	-
Stirlingshire Midland Junction Railway - - - - -	9 & 10 Vic. c. 165	-	-	-	1	1	-	3	-	1
Carron Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Falkirk Branch - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Bells Park Branch at Glasgow - - - - -	8 & 9 Vic. c. 91	-	-	-	-	-	-	-	-	-
Glasgow Junction Railway - - - - -	8 & 9 Vic. c. 182	-	-	-	-	-	-	-	-	-
Queensferry Branch - - - - -	9 & 10 Vic. c. 70									
Branch to West George's Street, Glasgow	9 & 10 Vic. c. 70	-	-	-	-	-	-	-	-	-
Wiltontown, Morningside and Coltness Railway	11 & 12 Vic. c. 70	-	-	-	-	-	-	-	-	-
Shotts Branch - - - - -	9 & 10 Vic. c. 161	-	-	-	-	-	-	-	-	-
Caledonian Railway Junction - - - - -	9 & 10 Vic. c. 160	-	-	-	-	-	-	-	-	-

S C O T L A N D.

which has been authorized, but which was not Open for Traffic on the 29th day of June 1850; distinguishing the Length they were not in Progress at that Date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	0 52	0 52	- - This length is derived from the Plans deposited in this Office.
-	-	-	-	-	-	1	-	20 0	20 0	
-	-	-	-	-	-	2	-	15 77	15 77	
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	-	3	-	3	2 60	3 60	6 40	- - The portion of the Main Line from Dalmellington to Drumgrange, entered as in course of construction, has been completed, but was not Open for Traffic on the 29th June 1850. The general business of this Company is conducted in the office of the Glasgow, Paisley, Kilmarnock and Ayr Railway Company.
-	-	-	-	-	-	1	-	3 0	3 0	Line not commenced.
-	-	-	-	-	-	-	-	1 5	1 5	
-	-	-	-	-	-	-	-	1 1	1 1	
-	-	-	-	-	-	-	-	0 74	0 74	
-	-	-	-	-	-	-	-	0 30	0 30	
-	-	-	-	-	-	-	-	2 0	2 0	
-	-	-	-	-	-	-	-	11 60	11 60	
-	-	-	-	-	-	-	-	2 60	2 60	
-	-	-	-	-	-	-	-	11 0	11 0	
-	-	-	-	-	-	-	-	8 0	8 0	
-	-	-	-	-	-	-	-	27 60	27 60	
-	-	-	-	-	-	-	-	11 40	11 40	
-	-	-	-	-	-	-	-	9 10	9 10	
-	-	-	-	-	-	-	-	5 30	5 30	
-	-	-	-	-	-	-	-	1 70	1 70	
17	7	-	139	530	-	705	8 10	26 24	34 34	
-	-	-	-	-	-	1	-	29 12	29 12	
-	-	-	-	-	-	-	-	0 77 $\frac{1}{2}$	0 77 $\frac{1}{2}$	- - This Railway is the property of the Forth and Clyde Canal Company.
-	-	-	-	-	-	-	-	10 45	10 45	- - Line not commenced. The length is derived from previous Returns made by the Company.
-	-	-	-	-	-	-	-	0 27 $\frac{1}{4}$	0 27 $\frac{1}{4}$	- - The lengths of these Lines are derived from Records in this Office.
-	-	-	-	-	-	-	-	1 29 $\frac{1}{4}$	1 29 $\frac{1}{4}$	See Return for Lines open.
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	1 13	-	1 13	- - No persons were employed on these Branches on the 29th June 1850.
-	-	-	-	-	-	-	1 9	-	1 9	
-	-	-	-	-	-	-	-	18 40	18 40	The Act 13 & 14 Vict. c. 97 (14 August 1850) authorizes the dissolution of this Company.
-	-	-	-	-	-	-	-	-	-	
2	2	-	8	35	-	56	1 5	1 9	2 14	
-	-	-	-	-	-	-	-	4 60	4 60	
-	-	-	-	-	-	-	-	3 29	3 29	
-	-	-	-	-	-	-	-	2 56	2 56	
-	-	-	-	-	-	-	-	-	-	- - The lengths of this Company's Lines not under construction are derived from Records in this Office.
10	3	-	109	498	-	626	5 49	-	5 49	
-	-	-	-	-	-	-	-	1 43	1 43	
-	-	-	-	-	-	-	-	0 68	0 68	
-	-	-	-	-	-	-	-	0 24	0 24	
-	-	-	-	-	-	-	-	1 64	1 64	
-	-	-	-	-	-	-	-	6 59	6 59	
-	-	-	-	-	-	-	-	0 3	0 3	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	1 31	-	1 31	- - This Branch was open for goods traffic on 29th June 1850.
-	-	-	-	-	-	-	-	8 61 $\frac{1}{2}$	8 61 $\frac{1}{2}$	

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorising Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Edinburgh, Perth and Dundee - - - -	- - - -	-	-	-	-	-	-	-	-	-
Newport Extension Railway - - - -	9 & 10 Vic. c. 136	-	-	-	-	-	-	-	-	-
St. Andrew's Branch - - - -	10 & 11 Vic. c. 277	-	-	-	-	-	-	-	-	-
Newburgh Harbour Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Roscobie, Kellyhead and Glencraig Branches - -	11 & 12 Vic. c. 112	-	-	-	-	-	-	-	-	-
Edinburgh, Leith and Granton Railway - -	- - - -	-	-	-	-	-	-	-	-	-
Leith Extension Railway - - - -	10 & 11 Vic. c. 151	-	-	-	-	-	-	-	-	-
Leith and Granton Junction Railway - - - -	10 & 11 Vic. c. 152	-	-	-	-	-	-	-	-	-
General Terminus and Glasgow Harbour - -	9 & 10 Vic. c. 130	-	-	-	-	-	-	-	-	-
Branch to Glasgow and Paisley Line - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Branch to Caledonian Railway at Gushetfauld - -	10 & 11 Vic. c. 75	-	-	-	-	-	-	-	-	-
Glasgow, Airdrie and Monklands Junction - -	9 & 10 Vic. c. 263	1	-	-	-	-	-	-	-	-
Branch to Clydesdale Junction Railway - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Mile End Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Cowlairs Branch - - - -	10 & 11 Vic. c. 245	-	-	-	-	-	-	-	-	-
Glasgow, Barrhead and Neilston Direct - - - -	8 & 9 Vic. c. 192 10 & 11 Vic. c. 90	1	1	1	-	-	1	-	-	3
Glasgow, Dumfries and Carlisle - - - -	9 & 10 Vic. c. 372	-	-	6	9	2	-	29	1	16
Crawick Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Annan Harbour Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Kircudbright Branch - - - -	10 & 11 Vic. c. 182	-	-	-	-	-	-	-	-	-
Branch to Urr Water at Gibbshole - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Branch to Clayhouse, near Dumfries - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Glasgow, Kilmarnock and Ardrossan - - - -	9 & 10 Vic. c. 159	1	-	-	-	-	-	-	-	-
Irvine Branch (part of) - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Branch to Ardrossan Railway - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Branch to Burnbrae - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Fenwick Branch - - - -	10 & 11 Vic. c. 119	-	-	-	-	-	-	-	-	-
Bog Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Branch to Portland Street, Kilmarnock - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Springside Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Glasgow, Paisley and Greenock - - - -	- - - -	-	-	-	-	-	-	-	-	-
Cartdyke Harbour Branch - - - -	9 & 10 Vic. c. 143	-	-	-	-	-	-	-	-	-
Branch to Polloc and Govan Railway - - - -	9 & 10 Vic. c. 188	-	-	-	-	-	-	-	-	-
Branch to Caledonian Railway near Skie's Bridge - -	10 & 11 Vic. c. 168	-	-	-	-	-	-	-	-	-
Boghead Branch - - - -	11 & 12 Vic. c. 78	-	-	-	-	-	-	-	-	-
Glasgow, Paisley, Kilmarnock and Ayr - - - -	- - - -	-	-	-	-	-	-	-	-	-
Strathaven Branch - - - -	9 Vic. c. 62	-	-	-	-	-	-	-	-	-
Linwood Branch - - - -	9 Vic. c. 60	-	-	-	-	-	-	-	-	-
Swinlee Branch - - - -	9 Vic. c. 60	-	-	-	-	-	-	-	-	-
Glasgow and Belfast Union Line - - - -	10 & 11 Vic. c. 185 9 & 10 Vic. c. 392 10 & 11 Vic. c. 184	-	-	-	-	-	-	-	-	-
Maybole Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
East Glenbuck Branch - - - -	10 & 11 Vic. c. 184	-	-	-	-	-	-	-	-	-
Hilliar Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Shiells Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Morton Muir Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Ayr and Auchenleck Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Boreland Bridge and Smithstone Branches - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Dronagan Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Woodhead Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Catrine Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
North Harbour of Ayr Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
South Harbour of Ayr Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Belmont and Smithstone Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Pleasant Field Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Loudonkirk Branch - - - -	10 & 11 Vic. c. 185	-	-	-	-	-	-	-	-	-
East Colliery Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Milton Bridge and Busby Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Byrehill Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Iltington Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Giffordland Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Howat Toll Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-
Hillend Branch - - - -	- - Ditto -	-	-	-	-	-	-	-	-	-

OPEN IN SCOTLAND, &c. ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in course of Construction on the 29th June 1850.		Length of Line neither Open nor in course of Construction on the 29th June 1850.		Total Length of Line authorized, but not open on the 29th June 1850.		REMARKS.
							Mls.	chs.	Mls.	chs.	Mls.	chs.	
-	-	-	-	-	-	-	-	-	3	0	3	0	
-	-	-	-	-	-	-	-	-	4	77½	4	77½	
-	-	-	-	-	-	-	-	-	0	71¼	0	71¼	
-	-	-	-	-	-	-	-	-	8	42	8	42	
-	-	-	-	-	-	-	-	-	0	20¾	0	20¾	
-	-	-	-	-	-	-	-	-	0	54¼	0	54¼	
-	-	-	-	-	-	-	1	24	-	-	1	24	
-	-	-	-	-	-	-	-	-	0	38½	0	38½	
-	-	-	-	-	-	-	-	-	0	37	0	37	-- This portion of the Line appears from the Company's Return to have been open for goods traffic on the 29th June.
-	-	-	-	-	-	1	-	-	10	55½	10	55½	
-	-	-	-	-	-	-	-	-	2	69¼	2	69¼	
-	-	-	-	-	-	-	-	-	0	70	0	70	
-	-	-	-	-	-	-	-	-	2	48½	2	48½	-- The construction of this section of the Line, the length of which is taken from previous Returns made by the Company, was discontinued on the 29th June 1850.
-	2	14	1	5	2	31	-	-	1	74	1	74	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
88	19	4	500	3,276	23	3,973	25	30	0	7½	25	37½	-- The length entered as not under construction has been derived from Records in this Office. In the column for "Miscellaneous Employment" are comprised enginemen, firemen, two doctors and a schoolmaster.
-	-	-	-	-	-	-	-	-	16	28	16	28	
-	-	-	-	-	-	-	-	-	1	15	1	15	
-	-	-	-	-	-	-	-	-	27	28½	27	28½	
-	-	-	-	-	-	-	-	-	8	56	8	56	-- The lengths of this Company's Lines are derived from Records in this Office.
-	-	-	-	-	-	-	-	-	0	21½	0	21½	
-	-	-	-	-	-	1	-	-	14	20	14	20	
-	-	-	-	-	-	-	-	-	2	27	2	27	
-	-	-	-	-	-	-	-	-	10	55	10	55	-- The Lines sanctioned by 3 & 4 Vic., c. 107, entered in the Company's Return, have been omitted, as the powers of that Act, in reference to them, appear to have expired.
-	-	-	-	-	-	-	-	-	0	20	0	20	
-	-	-	-	-	-	-	-	-	3	48	3	48	
-	-	-	-	-	-	-	-	-	0	37	0	37	
-	-	-	-	-	-	-	-	-	0	43	0	43	-- The Company return the length of the Branch to Caledonian Railway as 65 chains, and the length of the Boghead Branch as 1 mile 30 chains, the lengths inserted instead of these have been derived from the Plans deposited in this Office.
-	-	-	-	-	-	-	-	-	1	15	1	15	
-	-	-	-	-	-	-	-	-	0	16	0	16	
-	-	-	-	-	-	-	-	-	0	30	0	30	
-	-	-	-	-	-	-	-	-	0	30	0	30	
-	-	-	-	-	-	-	-	-	1	34½	1	34½	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	12	10	12	10	
-	-	-	-	-	-	-	-	-	1	5	1	5	
-	-	-	-	-	-	-	-	-	0	44	0	44	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	22	0	22	0	
-	-	-	-	-	-	-	-	-	1	27	1	27	
-	-	-	-	-	-	-	-	-	3	74	3	74	
-	-	-	-	-	-	-	-	-	4	8	4	8	
-	-	-	-	-	-	-	-	-	1	46	1	46	
-	-	-	-	-	-	-	-	-	0	32	0	32	
-	-	-	-	-	-	-	-	-	14	20	14	20	
-	-	-	-	-	-	-	-	-	8	58	8	58	
-	-	-	-	-	-	-	-	-	0	30	0	30	
-	-	-	-	-	-	-	-	-	2	75	2	75	
-	-	-	-	-	-	-	-	-	1	41	1	41	
-	-	-	-	-	-	-	-	-	0	25	0	25	
-	-	-	-	-	-	-	-	-	0	74	0	74	
-	-	-	-	-	-	-	-	-	7	40	7	40	
-	-	-	-	-	-	-	-	-	1	40	1	40	
-	-	-	-	-	-	-	-	-	3	34	3	34	
-	-	-	-	-	-	-	-	-	4	29	4	29	
-	-	-	-	-	-	-	-	-	2	13	2	13	
-	-	-	-	-	-	-	-	-	0	40	0	40	
-	-	-	-	-	-	-	-	-	3	30	3	30	
-	-	-	-	-	-	-	-	-	0	60	0	60	
-	-	-	-	-	-	-	-	-	1	54	1	54	
-	-	-	-	-	-	-	-	-	0	60	0	60	

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
<i>Glasgow, Strathaven and Lesmahagow Direct</i> -	9 & 10 Vic. c. 141	1	-	-	-	-	-	-	-	-
<i>Great North of Scotland</i> - - - - -	9 & 10 Vic. c. 103	1	-	-	-	-	-	-	-	1
<i>Banff Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Portsoy Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Garmouth Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Burghhead Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Great North of Scotland (Eastern Extension)</i> - -	9 & 10 Vic. c. 135	1	-	-	-	-	-	-	-	1
<i>Branch to Peterhead</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Kilmarnock and Troon</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Monkland</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Borrowstouness Branch</i> - - - - -	9 & 10 Vic. c. 107	1	-	2	1	1	1	1	-	1
<i>West Branch to Edinburgh and Glasgow Railway</i> -	- - Ditto - -		-	-	-	-	-	-	-	-
<i>East Branch to Edinburgh and Glasgow Railway</i> -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Bathgate Branch</i> - - - - -	9 & 10 Vic. c. 151	-	-	-	-	-	-	-	-	-
<i>Chapel Hall Branch</i> - - - - -	9 & 10 Vic. c. 179	-	-	-	-	-	-	-	-	-
<i>Morayshire</i> - - - - -	9 & 10 Vic. c. 178	-	-	-	-	-	-	-	-	-
<i>North British</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Kelso Branch (Part of)</i> - - - - -	9 & 10 Vic. c. 73	-	-	1	2	2	1	1	2	3
<i>Tranent Branch</i> - - - - -	9 & 10 Vic. c. 74		-	-	-	-	-	-	-	-
<i>Selkirk Branch</i> - - - - -	9 & 10 Vic. c. 73	-	-	-	-	-	-	-	-	-
<i>Jedburgh Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Haddington Branch Extension</i> - - - - -	10 & 11 Vic. c. 136	-	-	-	-	-	-	-	-	-
<i>Paisley, Barrhead and Hurler</i> - - - - -	11 & 12 Vic. c. 155	1	-	-	-	-	-	-	-	-
<i>Branch to Paisley and Renfrew Railway</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Kirktonfield</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Gateside</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to New Nitskill</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Nitskill Alum Works</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Victoria Coal Pits</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Househill Wood</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to Glasgow, Barrhead and Neilston Direct</i> } <i>Railway</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Branch to ditto, at Slates</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Scottish Central</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Alloa Branch</i> - - - - -	9 & 10 Vic. c. 150	-	-	-	-	-	-	-	-	-
<i>Falkirk Branch</i> - - - - -	8 & 9 Vic. c. 161	-	-	-	-	-	-	-	-	-
<i>Denny Branch</i> - - - - -	9 & 10 Vic. c. 180	-	-	-	-	-	-	-	-	-
<i>Crieff Branch</i> - - - - -	9 & 10 Vic. c. 191	-	-	-	-	-	-	-	-	-
<i>Scottish Grand Junction</i> - - - - -	9 & 10 Vic. c. 137	1	-	-	-	-	-	-	-	-
<i>Scottish Midland Junction</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Blairgowrie Branch</i> - - - - -	9 & 10 Vic. c. 75	-	-	-	-	-	-	-	-	-
<i>Kirriemuir Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Dunkeld Branches</i> - - - - -	9 & 10 Vic. c. 75	-	-	-	-	-	-	-	-	-
	11 & 12 Vic. c. 72		-	-	-	-	-	-	-	-
<i>Stirling and Dunfermline</i> - - - - -	9 & 10 Vic. c. 202 11 & 12 Vic. c. 127 12 & 13 Vic. c. 86	4	1	3	-	4	1	8	-	-
<i>Strathgairn and Breadalbane</i> - - - - -	9 & 10 Vic. c. 317		-	-	-	-	-	-	-	-
<i>Wishaw and Coltness</i> - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Murdieston and Goodockhill Branches, &c.</i> - - -	9 & 10 Vic. c. 206 11 & 12 Vic. c. 148	-	-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-
TOTAL (Lines not open in SCOTLAND) - - - - -	- - - - -	21	2	15	19	11	7	44	3	31

OPEN IN SCOTLAND, &c. ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	1	-	15 23	15 23	
-	-	-	-	-	-	2	-	107 22½	107 22½	
-	-	-	-	-	-	-	-	15 64½	15 64½	
-	-	-	-	-	-	-	-	3 9½	3 9½	
-	-	-	-	-	-	-	-	6 30	6 30	
-	-	-	-	-	-	-	-	5 13½	5 13½	
-	-	-	-	-	-	2	-	36 65½	36 65½	
-	-	-	-	-	-	-	-	10 60	10 60	
-	-	-	-	-	-	-	-	-	-	This Company's Lines are all open.
13	3	-	170	500	-	694	5 48	-	5 48	
-	-	-	-	-	-	-	0 57	-	0 57	
-	-	-	-	-	-	-	-	0 58	0 58	
-	-	-	-	-	-	-	-	4 34	4 34	
-	-	-	-	-	-	-	-	2 44	2 44	
-	-	-	-	-	-	-	-	11 68	11 68	
-	-	-	-	-	-	-	-	-	-	- - The lengths of this Company's Lines are derived from previous Returns. The Tranent Branch was open for goods traffic on the 29th June 1850.
13	3	1	176	749	-	954	3 0	-	3 0	
-	-	-	-	-	-	-	1 6	-	1 6	
-	-	-	-	-	-	-	-	5 0	5 0	
-	-	-	-	-	-	-	-	7 40	7 40	
-	-	-	-	-	-	-	-	0 55	0 55	
-	-	-	-	-	-	1	-	2 27	2 27	- - Neither the Main Line or Branches have been commenced; the length of the Main Line is derived from the deposited Plans, and from the Company's Act; the length returned by the Company being 9 miles 3 chains.
-	-	-	-	-	-	-	-	0 49	0 49	
-	-	-	-	-	-	-	-	1 45	1 45	
-	-	-	-	-	-	-	-	0 52	0 52	
-	-	-	-	-	-	-	-	0 79	0 79	
-	-	-	-	-	-	-	-	0 79	0 79	
-	-	-	-	-	-	-	-	0 25	0 25	
-	-	-	-	-	-	-	-	0 37	0 37	
-	-	-	-	-	-	-	-	0 50	0 50	
-	-	-	-	-	-	-	-	0 20	0 20	
-	-	-	-	-	-	-	4 48	-	4 48	- - The Company return this Branch as in course of construction.
-	-	-	-	-	-	-	-	2 27	2 27	
-	-	-	-	-	-	-	-	3 49	3 49	
-	-	-	-	-	-	-	-	9 39	9 39	
-	-	-	-	-	-	1	-	45 78	45 78	Line not commenced.
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	4 42	4 42	
-	-	-	-	-	-	-	-	2 52	2 52	
-	-	-	-	-	-	-	-	11 40½	11 40½	- - The increase in the length of these Branches sanctioned by Act 11 & 12 Vict. c. 72, has been added to the length returned by the Company.
24	8	-	131	788	-	922	18 48½	5 5	23 53½	
-	-	-	-	-	-	1	-	9 3	9 3	Line not commenced.
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	11 59	11 59	- - This Length is derived from former Returns of this Company.
167	47	19	1,334	6,334	25	7,979	81 38½	835 5½	916 43½	

I R E L A N D. - - - - -

RETURN of the Number and Description of PERSONS Employed on each Line and Branch Line of RAILWAY in *Ireland*,
each such Line or Branch Line on which the Works were in progress, and the Length on which

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
Belfast and Ballymena - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Belfast and County Down - - - - -	9 & 10 Vic. c. 87	2	-	1	1	-	1	-	-	-
Cork and Bandon - - - - -	{ 8 & 9 Vic. c. 122 10 & 11 Vic. c. 194 }	1	1	3	2	-	2	2	5	2
Cork and Waterford - - - - -	9 & 10 Vic. c. 397	-	-	-	-	-	-	-	-	-
Cork, Blackrock and Passage - - - - -	- - - - -	1	-	4	2	2	2	2	-	8
<i>Extension to Monkstown</i> - - - - -	10 & 11 Vic. c. 359	-	-	-	-	-	-	-	-	-
Dublin and Belfast Junction - - - - -	{ 8 & 9 Vic. c. 130 13 Vic. c. 11 }	1	-	8	3	1	2	10	-	1
Dublin and Drogheda - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Naven to Kells Railway</i> - - - - -	10 & 11 Vic. c. 100	-	-	-	-	-	-	-	-	-
Dublin and Kingstown - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
Dublin, Belfast and Coleraine Junction - - - - -	9 & 10 Vic. c. 321	1	-	-	-	-	-	-	-	-
<i>Randalstown Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Ballymoney Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
Dublin, Dundrum and Rathfarnham - - - - -	9 & 10 Vic. c. 199	1	-	3	2	-	1	2	1	1
<i>Rathfarnham Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Extension to St. Stephen's Green</i> - - - - -	10 & 11 Vic. c. 160	-	-	-	-	-	-	-	-	-
Dundalk and Enniskillen - - - - -	8 & 9 Vic. c. 96	-	-	-	-	-	-	-	-	-
Great Southern and Western - - - - -	- - - - -	-	-	-	-	-	-	-	-	-
<i>Extension to Cork</i> - - - - -	8 & 9 Vic. c. 124	1	-	-	1	2	2	5	1	2
<i>Extension to River Lee</i> - - - - -	9 & 10 Vic. c. 196									
<i>Thurles to Cashel Line</i> - - - - -	7 & 8 Vic. c. 100	-	-	-	-	-	-	-	-	-
<i>Clonmel and Thurles Railway</i> - - - - -	9 & 10 Vic. c. 198	-	-	-	-	-	-	-	-	-
<i>Slieveardagh Collieries Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Junction at Clonmel</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Portarlinton to Tullamore Extension</i> - - - - -	10 & 11 Vic. c. 93	-	-	-	-	-	-	-	-	-
Irish South Eastern - - - - -	9 & 10 Vic. c. 168	-	-	1	1	1	-	5	-	1
<i>Milford Branch</i> - - - - -	- - Ditto - -	-	-	-	-	-	-	-	-	-
<i>Kilkenny and Clonmel Extension</i> - - - - -	9 & 10 Vic. c. 140	-	-	-	-	-	-	-	-	-
<i>Wexford, Carlow and Dublin Junction</i> - - - - -	9 & 10 Vic. c. 167	-	-	-	-	-	-	-	-	-

I R E L A N D.

which has been authorized, but which was not open for Traffic on the 29th day of June 1850, distinguishing the Length of they were not in progress at that date, and specifying the Act or Acts authorizing such Railways.

Foremen.	Police-men or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	Total.	Length of Line in	Length of Line neither	Total Length of Line	REMARKS.
							course of Construction on the 29th June 1850.	Open nor in course of Construction on the 29th June 1850.	authorized, but not open on the 29th June 1850.	
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	-	-	This Company's Line is all open.
-	-	-	21	16	-	42	-	28 67	28 67	-- The persons mentioned in this Return were employed in completing a portion of the Line, the opening of which was sanctioned by the Commissioners prior to the 29th June 1850.
236	3	1	-	1,325	-	1,583	9 67½	-	9 67½	
-	-	-	-	-	-	-	-	97 44½	97 44½	
25	8	6	48	170	1	279	-	-	-	-- The persons mentioned in this Return appear to have been chiefly employed by Contractors in completing the Main Line, the opening of which was sanctioned prior to the 29th June 1850.
-	-	-	-	-	-	-	-	1 5½	1 5½	-- It is proposed to abandon the construction of 15½ chains of this extension.
114	-	-	979	4,940	-	6,059	32 79	-	32 79	
-	-	-	-	-	-	-	-	9 60	9 60	-- The length of this Line is derived from previous Returns made by the Company.
-	-	-	-	-	-	-	-	-	-	This Company's Lines are all open.
-	-	-	-	-	-	1	-	70 0	70 0	
-	-	-	-	-	-	-	-	14 12	14 12	
-	-	-	-	-	-	-	-	4 58	4 58	
2	2	-	16	50	-	81	3 15	-	3 15	
-	-	-	-	-	-	-	-	2 25	2 25	
-	-	-	-	-	-	-	-	0 25	0 25	
-	-	-	-	-	-	-	-	20 60	20 60	-- From the length returned by this Company as not open, 32 chains have been deducted ; the opening of this portion having been sanctioned prior to the 29th June 1850.
-	-	-	-	-	-	-	-	-	-	
27	12	2	30	1,447	-	1,532	-	1 15	1 15	-- These persons were employed in laying a Second Line of Rails on 21 miles of the Extension to Cork. The lengths of this Company's Lines are derived from Records in this Office.
-	-	-	-	-	-	-	-	11 0	11 0	
-	-	-	-	-	-	-	-	15 20	15 20	
-	-	-	-	-	-	-	-	10 5	10 5	
-	-	-	-	-	-	-	-	1 4	1 4	
-	-	-	-	-	-	-	-	16 2	16 2	
38	-	-	69	768	-	884	12 40	-	12 40	-- The length under construction is derived from the Return made to the Inspecting Officer prior to the opening of the Line.
-	-	-	-	-	-	-	-	1 23	1 23	-- This Branch is not included in the Company's Return.
-	-	-	-	-	-	-	-	-	-	-- By Act 12 & 13 Vict. c. 62, the power of raising Capital under the Acts referred to for the Construction of these Lines is repealed ; the length of them, has, therefore, been omitted from this Return.
-	-	-	-	-	-	-	-	-	-	

LINES AND BRANCHES OF RAILWAY NOT

NAME OF RAILWAY COMPANY.	ACTS authorizing Unopened Lines and Branches.	Secretaries or Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants or Cashiers.	Inspectors or Timekeepers.	Draughtsmen.	Clerks.
<i>Kilkenny and Great Southern and Western</i> -	9 & 10 Vic. c. 360	-	-	-	-	-	-	-	-	-
<i>Killarney and Valencia</i> - - - -	10 & 11 Vic. c. 63	-	-	-	-	-	-	-	-	1
<i>Killarney Junction</i> - - - -	9 & 10 Vic. c. 200	1	-	1	-	-	1	-	-	1
<i>Limerick, Ennis and Killaloe Junction</i> -	9 & 10 Vic. c. 195	-	-	-	-	-	-	-	-	-
<i>Londonderry and Coleraine</i> - - -	{ 8 & 9 Vic. c. 187 11 & 12 Vic. c. 117 13 Vic. c. 17 }	2	-	1	1	-	1	-	-	2
<i>Londonderry and Enniskillen</i> - - -	{ 8 & 9 Vic. c. 98 11 & 12 Vic. c. 79 13 Vic. c. 14 }	-	-	-	-	-	-	-	-	-
<i>Mallow and Fermoy</i> - - - -	9 & 10 Vic. c. 194	1	-	-	-	-	-	-	-	-
<i>Midland Great Western Railway of Ireland</i> -	- - - -	-	-	-	-	-	-	-	-	-
<i>Athlone Extension</i> - - - -	9 & 10 Vic. c. 224	}	-	11	9	-	2	46	10	-
<i>Athlone to Galway Extension</i> - - - -	10 & 11 Vic. c. 176									
<i>Longford Branch</i> - - - -	8 & 9 Vic. c. 119									
<i>Liffey Branch</i> - - - -	9 & 10 Vic. c. 210									
<i>Mountmellick Junction</i> - - - -	9 & 10 Vic. c. 197	-	1	-	-	-	-	-	-	-
<i>Newry and Enniskillen</i> - - - -	{ 8 & 9 Vic. c. 129 10 & 11 Vic. c. 85 11 & 12 Vic. c. 132 }	1	-	-	-	-	-	-	-	-
<i>Newry, Warrenpoint and Rostrevor</i> - -	9 & 10 Vic. c. 245	-	-	-	-	-	-	-	-	-
<i>Portadown and Dungannon</i> - - -	10 & 11 Vic. c. 153	-	-	-	-	-	-	-	-	-
<i>Templemore and Nenagh</i> - - - -	9 & 10 Vic. c. 209	-	-	-	-	-	-	-	-	-
<i>Ulster</i> - - - -	- - - -	-	-	-	-	-	-	-	-	-
<i>Waterford and Kilkenny</i> - - - -	{ 8 & 9 Vic. c. 87 11 & 12 Vic. c. 61 }	-	-	1	-	-	-	1	-	-
<i>Waterford and Limerick</i> - - - -	{ 8 & 9 Vic. c. 131 10 & 11 Vic. c. 231 13 & 14 Vic. c. 24 }	1	-	1	-	1	1	2	-	9
<i>Waterford, Wexford, Wicklow and Dublin</i> -	{ 9 & 10 Vic. c. 308 10 & 11 Vic. c. 61 }	1	-	3	-	-	-	2	-	2
TOTAL (Lines not open in IRELAND) - - - -	- - - -	15	2	38	22	7	15	77	17	30

OPEN IN IRELAND, &c. ON 29 JUNE 1850—continued.

Foremen.	Policemen or Watchmen.	Porters or Messengers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line in course of Construction on the 29th June 1850.	Length of Line neither Open, nor in course of Construction on the 29th June 1850.	Total Length of Line authorized, but not open on the 29th June 1850.	REMARKS.
							Mls. chs.	Mls. chs.	Mls. chs.	
-	-	-	-	-	-	-	-	26 5	26 5	
-	-	-	-	-	-	1	-	37 67	37 67	-- The length of this Line is derived from the Plans deposited in this Office.
-	2	1	-	-	-	7	-	39 60	39 60	-- The works of this Railway have been suspended since the 4th April 1849.
-	-	-	-	-	-	-	-	37 19	37 19	No Lands have been purchased, or Works carried on.
-	8	-	-	-	-	15	-	35 40	35 40	-- Portions of this Line have been constructed, though not opened. The length is derived from Records in this Office.
-	-	-	-	-	-	-	-	20 21	20 21	-- The length of this Line is derived from previous Returns of the Company.
-	-	-	-	-	-	1	-	16 64	16 64	Line not commenced.
-	-	-	-	-	-	-	-	-	-	-- The lengths of this Company's Lines are derived from their Return to an Order of the House of Commons, dated the 18th June 1849.
174	-	2	584	7,635	-	8,473	28 40	-	28 40	
-	-	-	-	-	-	-	48 40	-	48 40	
-	-	-	-	-	-	-	-	25 60	25 60	
-	-	-	-	-	-	-	-	3 62	3 62	
-	-	-	-	-	-	1	-	3 58	3 58	-- Line not commenced. The length is derived from Records in this Office.
-	-	-	-	-	-	1	4 60	66 75	71 55	-- The Works on the portion entered as in course of construction have been suspended.
-	-	-	-	-	-	-	-	2 41	2 41	
-	-	-	-	-	-	-	-	14 35	14 35	
-	-	-	-	-	-	-	-	20 20	20 20	
-	-	-	-	-	-	-	-	-	-	-- This Company have no authority to construct any Railways in addition to their Open Lines.
2	1	1	9	13	-	28	4 0	14 45	18 45	-- The length of this Line not in progress is derived from previous Returns.
3	9	26	21	27	-	101	24 0	28 0	52 0	-- The length of Line not under construction is derived from former Returns made by this Company.
-	2	1	-	23	-	34	24 0	111 0	135 0	-- The length not in course of construction is derived from Records in this Office.
621	47	40	1,777	16,414	1	19,123	192 21½	809 58	1,001 79½	

COMPARATIVE SUMMARY, showing the Number of PERSONS employed upon RAILWAYS in *England and Wales, Scotland,*
LENGTH of RAILWAY authorized at the same Periods, distinguishing the Length Open,

ENGLAND AND WALES. - - - - -

	Secretaries and Managers.	Treasurers.	Engineers.	Superintendents.	Storekeepers.	Accountants and Cashiers.	Inspectors and Timekeepers.	Station Masters.	Draughtsmen.	Clerks.	Foremen.	Engine Drivers.	Assistant Engine Drivers and Firemen.
PERSONS employed upon Railways OPEN FOR TRAFFIC in England and Wales on 29th June 1850; and Length of such Railways - - - - -	103	18	72	199	83	89	432	1,394	94	3,801	725	1,637	1,700
PERSONS employed upon Railways NOT OPEN FOR TRAFFIC in England and Wales on 29th June 1850; and Length of such Railways - - - - -	70	5	104	199	88	52	320	- -	25	145	474	- -	- -
TOTAL PERSONS employed upon all Railways in England and Wales on 29th June 1850; and Length of Line - - - - -	173	23	176	398	171	141	752	1,294	179	3,946	1,199	1,637	1,700
TOTAL PERSONS employed upon all Railways in England and Wales on 30th June 1849; and Length of Line - - - - -	202	28	289	616	216	217	1,087	948	227	3,753	1,263	1,454	1,443

SCOTLAND. - - - - -

PERSONS employed upon Railways OPEN FOR TRAFFIC in Scotland on 29th June 1850; and Length of such Railways - - - - -	42	6	17	55	20	23	62	280	11	517	167	315	358
PERSONS employed upon Railways NOT OPEN FOR TRAFFIC in Scotland on 29th June 1850; and Length of such Railways - - - - -	21	2	15	19	11	7	44	- -	3	31	167	- -	- -
TOTAL PERSONS employed upon all Railways in Scotland on 29th June 1850; and Length of Line - - - - -	63	8	32	74	31	30	106	280	14	548	334	315	358
TOTAL PERSONS employed upon all Railways in Scotland on 30th June 1849; and Length of Line - - - - -	62	7	61	75	49	33	129	248	21	544	583	292	323

IRELAND. - - - - -

PERSONS employed upon Railways OPEN FOR TRAFFIC in Ireland on 29th June 1850; and Length of such Railways - - - - -	18	5	21	33	17	24	25	123	5	146	47	105	111
PERSONS employed upon Railways NOT OPEN FOR TRAFFIC in Ireland on 29th June 1850; and Length of such Railways - - - - -	15	2	38	22	7	15	77	- -	17	30	621	- -	- -
TOTAL PERSONS employed upon all Railways in Ireland on 29th June 1850; and Length of Line - - - - -	33	7	59	55	24	39	102	123	22	176	668	105	111
TOTAL PERSONS employed upon all Railways in Ireland on 30th June 1849; and Length of Line - - - - -	34	4	26	42	37	32	95	104	8	145	284	93	105

UNITED KINGDOM. - - - - -

PERSONS employed upon all Railways OPEN FOR TRAFFIC in the United Kingdom on 29th June 1850; and Length of such Railways - - - - -	163	29	110	287	120	136	519	1,697	110	4,464	939	2,057	2,169
PERSONS employed upon all Railways NOT OPEN FOR TRAFFIC in the United Kingdom on 29th June 1850; and Length of such Railways - - - - -	106	9	157	240	106	74	441	- -	105	206	1,262	- -	- -
TOTAL NUMBER and DESCRIPTION of PERSONS employed UPON ALL RAILWAYS (OPEN and UNOPEN) in the United Kingdom on 29th June 1850; and Length of Line - - - - -	269	38	267	527	226	210	960	1,697	215	4,670	2,201	2,057	2,169
TOTAL NUMBER and DESCRIPTION of PERSONS employed UPON ALL RAILWAYS (OPEN and UNOPEN) in the United Kingdom on 30th June 1849; and Length of Line - - - - -	293	39	376	733	302	282	1,311	1,300	256	4,442	2,130	1,839	1,871

* The diminution in the length of Railway authorized in 1850, as compared with 1849, arises chiefly from powers

Office of Commissioners of Railways, }
Whitehall, 5th March 1851. }

Ireland, and the United Kingdom, respectively, on the 29th June 1850, and at the corresponding Period in 1849; also the in Course of Construction, and neither Open nor in Course of Construction.

ENGLAND AND WALES.

Guards and Brakemen.	Switchmen.	Gate-keepers.	Policemen and Watchmen.	Porters and Messengers.	Platelayers.	Artificers.	Labourers.	Miscellaneous Employment.	TOTAL.	Length of Line Open.	Length of Line in Course of Construction.	Length of Line neither Open nor in Course of Construction.	TOTAL Length of Line authorized.
1,561	1,506	1,039	1,161	7,079	4,524	9,255	10,199	216	46,787	Miles. chs. 4,901 4½	Miles. chs. —	Miles. chs. —	Miles. chs. —
-	-	-	147	57	-	6,150	23,863	24	31,783	-	594 56½	3,159 27	—
1,561	1,506	1,039	1,308	7,136	4,524	15,405	34,062	240	78,570	4,901 4½	594 56½	3,159 27	* 8,655 8
1,287	1,232	1,086	1,454	6,959	3,954	21,895	64,265	138	114,013	4,273 21½	1,163 79½	3,220 11½	8,657 32½

SCOTLAND.

344	205	139	186	1,007	1,235	1,780	1,724	23	8,516	891 62½	—	—	—
-	-	-	47	19	-	1,234	6,334	25	7,979	-	81 38½	835 5½	—
344	205	139	233	1,026	1,235	3,014	8,058	48	16,495	891 62½	81 38½	835 5½	* 1,808 26½
253	225	194	259	953	1,097	3,347	18,476	46	27,277	763 10½	192 74½	858 18½	1,814 23½

IRELAND.

86	77	116	280	516	416	608	1,891	1	4,671	514 76	—	—	—
-	-	-	47	40	-	1,777	16,414	1	19,123	-	192 21½	809 58	—
86	77	116	327	556	416	2,385	18,305	2	23,794	514 76	192 21½	809 58	* 1,516 75½
91	83	81	276	444	457	1,711	14,340	2	18,494	410 59	147 26½	1,054 8½	1,612 14

UNITED KINGDOM.

1,991	1,788	1,294	1,627	8,602	6,175	11,643	13,814	240	59,974	6,307 63	—	—	—
-	-	-	241	116	-	9,161	46,611	50	58,885	-	868 36½	4,804 10½	—
1,991	1,788	1,294	1,868	8,718	6,175	20,804	60,425	290	118,859	6,307 63	868 36½	4,804 10½	* 11,980 30
1,631	1,540	1,361	1,989	8,356	5,508	26,953	97,081	186	159,784	5,447 10½	1,504 20½	5,132 38½	12,083 70

formerly granted for the Construction of Lines having been repealed, or having lapsed by effluxion of time.

Duncan MacGregor,
Registrar.

RAILWAYS.

A RETURN of the Number and Description of Persons employed on each of the RAILWAYS in *England and Wales, Scotland, and Ireland*, respectively, on 29th June 1850, which were at that Date Open for Traffic, and the length of such Railways : And, similar RETURN for each LINE and BRANCH LINE of RAILWAY which has been Authorized, but which was not Open for Traffic on 29th June 1850—(in continuation of Parliamentary Paper, No. 165, of Session 1849).

(*Mr. Labouchere.*)

*Ordered, by The House of Commons, to be Printed,
10 March 1851.*

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN
RAILWAY COMPANY.

RETURN to an Order of the Honourable The House of Commons,
dated 9 August 1850;—for,

COPIES “ of the COMMUNICATIONS and PAPERS which have passed between the
Railway Commissioners and Messrs. *Lewis and Nash*, and Mr. *Nash*, relating
to the WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY COMPANY,
up to this Date.”

Office of Commissioners of Railways, Whitehall, }
3 February 1851.

Duncan MacGregor,
Registrar.

Ordered, by The House of Commons, to be Printed, 21 February 1851.

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN
RAILWAY COMPANY.

(No. 1084.)

20, Montague-street, Portman-square,
30 March 1848.

Sir,

I HAVE to enclose you a Memorial from Shareholders in the Waterford, &c.
Railway, and to solicit the attention of the Commissioners to it.

As I am about to leave London for a few days to visit the Line personally,
I presume any meeting upon it may stand over for ten days.

I have, &c.

To Captain Harness,
&c. &c. &c

(signed) *Charles Nash*.

Enclosure.

WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY COMPANY, and THE SOUTH
WALES and GREAT WESTERN RAILWAY COMPANIES.

To the Right Honourable the Commissioners of Railways.

The humble Memorial of the undersigned Shareholders and Scripholders to a large
extent in the Waterford, Wexford, Wicklow, and Dublin Railway.

1. In appealing to the Commissioners of Railways with reference to the applications, and
conduct of the Directors of this Company, we may remark,—That we are *bonâ fide* and original
shareholders in respect of shares for which we have paid above 2,000 *l.*, purchased at par,
or at premiums for *bonâ fide* and legitimate purposes of investment, and that we echo the
sentiments of the mass of *bonâ fide* shareholders (who are however a minority of the votes
of the Company), when we state our confidence that the Commissioners will deem it to be
within their powers to investigate the circumstances which we now lay before them, and will
state and recommend to Parliament those circumstances, with a view to an investigation,
otherwise there will be no relief in respect of the illegal and improper conduct of the
directors, as well in the formation of the Company, and in obtaining their Act of Parlia-
ment, as in their subsequent proceedings, and in violation of the spirit and object of the
Standing Orders of Parliament.

2. By the most illegal and fraudulent means the directors have secured a bare majority of the votes in the Company, and have refused every investigation and information as to its affairs and transactions, in which the defective state of the law seems to aid them, and by reason of the imperfections in the Acts of Parliament relating to Railway Companies, and in the practice of Committees of the Houses of Parliament, *bonâ fide* shareholders of railway companies are unable to investigate their affairs and are prevented from being heard for *any relief*, unless the Railway Commissioners should interpose by their recommendation and investigation in a case where the legal as well as the moral duties of the directors to their shareholders have been to an unequalled extent violated, and the deepest injuries inflicted by directors, not only with complete impunity, but with great personal advantage to themselves.

3. Moreover, these facts have an important bearing, not only on the affairs of this particular Company, and on the affairs of the South Wales and Great Western Railway Companies, but a *public* one of *general* importance, which will, we trust, render the facts which we bring under your notice worthy of a more extended consideration, in the hope of an improvement of the law, and the better regulation of the conduct of railways, and the increase of the powers of shareholders, and their right of supervision.

4. The directors of "The Waterford, W. and Dublin Company" have an application to Parliament in this Session, 1848, for additional powers, and to enable the South Wales Railway Company to subscribe for shares (we believe to the extent of 12,500 shares of 20 *l.* each, amounting to 250,000 *l.*, and to *nominate half the directors* of this company, and to lease the Dublin and Kingstown Railway. And the "South Wales Railway Company" have also an application before Parliament for leave to take such shares, and to nominate such directors, so that the remaining half of the directors of this Company, if the *bonâ fide* shareholders could nominate them independent of the Great Western Railway Company or any other Company, would be neutralized by the directors in the interests of those other Railway Companies. Both the said Companies are also applicants to the Commissioners for an extension of time under the late Act of Parliament, and as such applications are promoted in truth by one and the same interest, and indeed by the same party, we feel more confidently that an opportunity is offered for that investigation which the public interests, and the justice of the country will justify, and which justice to the shareholders, who are sought to be coerced by means of their own deposits, require shall take place.

5. The Waterford, &c. Company was started in the year 1845, under the auspices of the Great Western Railway Company's officials, and in connexion with that Company, under their management, and in fact it continues so, and has its head-quarters at the Great Western Railway establishment in West Strand. It had the names of several directors of the Great Western Railway Company and South Wales Railway Company upon it, and still retains them thereon. The Line was to run from Dublin to Wicklow, Wexford and Waterford, a length of about 140 miles. The capital was to be 2,000,000 *l.*, in 100,000 shares of 20 *l.* each, with a deposit of 30 *s.* per share. In consequence of the number of high names put forth by the projectors, and the statements promulgated of the prospects, traffic and profitable returns of the proposed Line of Railway, applications were made for a greater number of shares than could be complied with, yet the directors, according to their own accounts, and the Report of the Railway Commissioners on their Bill in 1847, issued at most only three-fourths of the shares, namely, about 75,000 shares, reserving one-fourth, or 25,000 shares, on pretence of being for the South Wales Railway Company, but in truth for illegal and corrupt purposes, and for the purpose of what is termed "rigging the market." The shares were then standing at a premium, and were purchased by us at a premium, being, as we believe, part of the same shares that were allotted to the directors or their friends.

112,500 *l.* 7. The 75,000 shares now *alleged* to have been "subscribed for" and paid upon by a deposit of 30 *s.* (or 7½ per cent. only of the amount required by Parliament), constituted the exact number required by the Standing Orders of Parliament; viz., "three-fourths of the proposed capital should be subscribed for, and a deposit of 10 per cent. paid thereon," required for Parliamentary deposits. In truth it will be also seen that there were only 150,000 *l.* *bonâ fide* subscribers to the extent of about 50,186 shares, or one-half of the nominal capital and deposit. The Company were, therefore, not in a position to go to Parliament for the Act of Incorporation, and the Company could have been dissolved (under Lord Dalhousie's Act) and the deposits returned, but the directors concealed that deficit from their shareholders, which would have stayed the progress of the Company, and proceeded to Parliament in the Session of 1846. As the time approached for making the Parliamentary deposits, the directors had recourse to *collusive* signatures to the deeds, and to fictitious deposits, contrary to the spirit and objects of the Parliamentary regulations, and to the interests of the *bonâ fide* shareholders; and sought, by means of fraud and deception, to obtain an Act of Incorporation. The signatures of persons in their employ, and connected with the Great Western and other Companies under their management, were procured to the Parliamentary deeds for large sums, under "arrangements" as to non-liability, which are injurious and unfair to the *bonâ fide* shareholders, and the deposits were made up partly by loan and other improper practices.

1/4th. 8. The directors also, in 1845-6, represented to their shareholders that "the *South Wales Railway Company*" would subscribe, and had subscribed, for one-fourth of the capital, being 25,000 shares, amounting to HALF a million of money, and on which a deposit was payable

payable of 37,500 *l.* by the South Wales Company, whereas, in truth, instead of the Parliamentary deposit (of 150,000 *l.*) being raised from *bonâ fide* subscribers, and deposit a sum under 112,000 *l.*, or less than 7½ per cent. according to the directors' own reports, but only 5 per cent. according to the shareholders' facts, was the subscription of shareholders; and to assist in meeting the deficiency or difference in Parliamentary deposits, a sum of 60,000 *l.*, or thereabouts, was borrowed from the Royal Exchange Assurance Company, with which Company we believe persons in the interest of one of the directors of this Company was connected; and we believe that on investigation it will be discovered that other moneys and subscriptions were improperly raised for the deception of Parliament and the shareholders. It will be remarked that the deposits credited by the directors themselves of 30 *s.* per share on 75,000 shares amounted to only 112,500 *l.*, being one-third short of the amount required by Parliament, and that the deposit of 30 *s.* per share was required on the whole 100,000 shares to enable the directors to raise the Parliamentary deposit (of 150,000 *l.*, being 10 per cent on three-fourths of the capital) required to be deposited by Parliament. Moreover, if (as we contend) only half of the capital was *bonâ fide* subscribed for, then there was realized, at 30*s.* per share, only 75,000 *l.*, or *one-half* the Railway deposit. No entry of, or reference to, these transactions appears in such of the accounts or published proceedings of the Company as the directors have thought proper to communicate to their shareholders, but they have been concealed, and we have been, *up to this moment*, denied access to those books which show the *real* transactions of the Company, and which they (the directors) allege "the Companies Clauses Consolidation Act of 1845" does not require them to produce to their shareholders. The circumstances have, however, escaped into publicity in the discussions raised by some of the shareholders with the directors; and in opposition to the feelings of a vast number of shareholders, the directors proceeded to Parliament in 1846, and in July in the Session of that year, this Company obtained their Act of Incorporation, but (as we submit) by the means of the frauds and deceit practised upon the shareholders and the Legislature. Which facts and conduct of the directors having come to the knowledge of some of the shareholders, a vast body of them refused to sanction the proceedings, and desired to arrest the progress of the Company; and further misrepresentations having been discovered, they in September 1846 organised and formed a "Shareholders' Committee," having for its object the dissolution of the Waterford, &c. Railway Company, as hereinafter detailed; but before entering on their proceedings we will revert to the South Wales Railway Company.

9. In the first Report of the Directors of *this* Company, at the first general meeting after the Act, held on 21 *December* 1846, it is stated that "they continue to receive the cordial co-operation and support of the Great Western and South Wales Railway Companies, which are united in a common interest, and under whose influence one-fourth of the stock is *permanently* held." They also then stated that the deposits of 30 *s.* had been paid on only three-fourths of the shares; viz., 75,186 shares.

10. But at this period neither "the South Wales Railway Company" nor "the Great Western Railway Company" had any power to subscribe for any shares in this Company, and if their directors had done so, it was in violation of their duty, and a breach of trust, and, we believe, only in furtherance of the views of the Great Western Railway Company. It does not appear from the published pecuniary accounts of those companies that they had so subscribed or deposited; and at a subsequent meeting of "the South Wales Railway Company" early in 1847, the directors sought to obtain powers from the shareholders of that Company to hold shares in the Waterford, Wexford, &c. Railway Company, "for a *limited* period, and not for a *permanency*." And directors of the South Wales Company, who were also directors of this Company, and of the Great Western Railway Company, at the meetings of the South Wales Company, stated that they, the South Wales Company, held no shares, and had no power to hold shares in this Company. Again, another of the directors of this Company, who is also a director of the South Wales and the Great Western Railway Companies, in the spring of 1847, in the most decided terms, "assured the shareholders of the South Wales Company that if they would assent to a *temporary* subscription of a *quarter* of a million to the '3 W.'s Railway Company, the Great Western Railway Company would bear all the *liability*; that they would have to take them at *par*, and not at the market value (then about 3 *s.*, though 30 *s.* were paid); but there could not be a shadow of increased liability of the South Wales Company." The directors of the Great Western Railway Company have also stated that "the South Wales Company would sustain no loss in respect of their contribution to Irish Lines, because the Great Western Railway Company would step in and release them, and would bear it; and though the *South Wales Company* would have no responsibility, yet they would take the profit, but that they must take the shares at the full amount paid from somebody," although the price in the market was less than 2*s.* in the pound paid.

11. The shares of this Company fell considerably in the market from the time when the course pursued by its directors was discovered in 1846; and "the South Wales Company," in the Session of 1847, did *not* carry through Parliament their proposal to hold such shares, nor did the directors of this Company seek to do so, although they carried through the Parliament of 1847 a Bill to reduce their capital to 1½ millions. The South Wales Company are now (in the Session of 1848) seeking "for power to subscribe" for only one-fourth of a million of capital, as before mentioned; whereas in the spring of 1847 they admitted to the Railway Commissioners that they, "the directors of the South Wales Company, *had* exceeded their powers," and committed a breach of trust, by subscribing to the Waterford, &c.

&c. Railway Company, without powers for that purpose;" and the Great Western Railway Company were equally open to a charge, for having induced them to do so, and pledged the Great Western Company to an indemnity to the South Wales Company for so large an amount of shares in this Company as half a million sterling.

12. Under these circumstances, it will be seen that the directors have created a fictitious capital, even with reference to the subscribed three-fourths, being the 75,186 shares; and although credit is given for "deposits" on that number of shares, yet that, for a portion of it, we believe it will be found that persons subscribed the sums, and the Parliamentary deeds, upon an "understanding" that the payment of the "subscriptions" should not be enforced from them personally, which was an imposition upon the *bonâ fide* shareholders; and it will be found that the directors have made some secret "arrangement" for the indemnity or protection of the persons who have subscribed the contracts and have registered shares, and without giving to the *bonâ fide* shareholders *bonâ fide* co-subscribers and co-shareholders. Even if such persons were, or are now, put forward for the purposes of the South Wales Company, yet they have purchased, or caused to be purchased, a considerable number of shares at much less than the amount of deposit paid thereon, the profit upon which, if sold to the South Wales Company "at par," as before stipulated, will be very considerable, and will go into the pockets of *somebody*, to the detriment of the South Wales Company's shareholders, and their guarantees, the shareholders of the Great Western Company.

13. Again, if the subscription of "the South Wales Company for only one-fourth of the capital, or 25,000 shares, be included in the 75,186 shares admitted to be subscribed, then they were subscribed without any legal power to do so, and without giving the shareholders of either Company the legal rights and co-partners they were entitled to have. If they are not so included, then there was not an additional misrepresentation by the directors of this Company.

14. As the South Wales Company are only now seeking for the powers to subscribe, and as it seems that, without their 25,000 shares, the 75,186 shares could not be made up, it is still more apparent that there has been some understanding between the directors of these several Companies, and that an attempt may now be made to get rid of the promises and guarantee of the Great Western Railway Company to be responsible for the subscription of the South Wales Company, and that they are now seeking for power to hold the shares, not in the name of the Great Western Company, as it ought to be, but in the name of the South Wales Company.

15. At a later meeting of the "3 W.'s Co." in the spring of 1847, one of the directors, who is also a director of the South Wales and Great Western Companies, "refused to state if the shares subscribed by the South Wales Company were amongst the number constituting the meeting;" and the secretary of the Great Western Company has alleged that "it was notorious that the South Wales Company did step forward, and take certain shares." The directors have, however, refused access to those books which would explain their actual pecuniary transactions, and have only offered access to a book which appears to be merely colourable and formal, to comply with the words of the Act of Parliament.

16. In the Commissioners of Railways Report for 1847, upon the Great Western Railway Schemes (No. 164, p. 13), is the following passage: "The Commissioners have received a memorial from the Dublin and Kingstown Railway Company, in which they complain that the South Wales Railway Company *have*, without legal authority, subscribed a considerable sum to the Waterford, &c. Company. The South Wales Company *admit* that such is the fact, and that in so doing they have exceeded the powers of their Act."

17. It has lately been announced by the directors of this Company, that the South Wales Railway Company have this year (1848) paid into deposit "10 per cent. on the 250,000 l. capital subscribed by the South Wales Company to this Company, amounting to 18,750 l.," which is only half of the amount before alleged to have been subscribed in the years 1845-6; and they seek not only to legalize a subscription on their own Company's account, but to nominate one-half of the directors of this Company.

18. It is difficult to reconcile these conflicting statements; but in whatever way these transactions relative to the capital, subscriptions, and deposits, and to the South Wales Company, are viewed, we submit that there has been gross illegality and moral fraud practised towards the shareholders of this Company, and great injustice committed, and sought to be legalized, upon them as well as upon the shareholders of the Great Western Company and South Wales Company, and fraud upon Parliament and its statutory provisions, and whereby the Act of Incorporation was improperly obtained.

19. We will now revert back to the proceedings of the directors, after obtaining their Acts of Incorporation, and to the first meeting held in December 1846, when the shareholders committee had been formed for investigation and dissolution.

20. That committee had a majority of votes still opposing the acts of the directors, and desiring to dissolve, and to divide the deposits; and we will now state the course which was adopted by the directors to defeat those wishes, by means which, we submit, were as illegal as they were discreditable to the parties concerned.

21. The associated shareholders were composed of holders of scrip, who refused, under the circumstances, to register their scrip, and take shares, and were therefore disfranchised by the directors. A second section were persons who had purchased scrip of the original allottees

allottees or subscribers, and who required to be registered in consequence of a notice given by the directors themselves, but which was refused by the directors. A third section were registered shareholders, who had, on discovering the frauds, transferred their shares to other persons, whom the directors refused, in some instances, to register; and a fourth section were ordinary registered shareholders; and there was a majority of these classes against the direction.

22. The directors finding themselves in the minority, persuaded the representatives from Ireland of some of the shareholders to consent to an adjournment of the general meeting for two months, "in order to an arrangement and investigation."

23. The directors who had before called upon "*scripholders*" to register, refused to register them, and to receive their votes, excepting in the names of the original allottees or original subscribers, although the sale of scrip has been held to be legal, and to be sanctioned by the "custom of trade;" and they refused to permit the votes of scripholders to be counted at all in the discussions. Pending that postponement, the directors registered "original allottees" and subscribers, and then the directors themselves, their solicitors, stockbrokers and agents, and persons acting in their behalf, and of whose exertions they took the benefit, applied to those allottees and subscribers to the Parliamentary deeds, and stated that they had determined not to register the purchasers of their scrip; that they had registered or should register the shares in the names of the original subscribers, and suggesting terms of "arrangement;" and then terms were agreed upon to secure the votes of such persons in favour of the directors. They also applied to persons whose proxies had been lodged with the Company for the purposes of voting against the directors, to withdraw their proxies, and to register their shares, or transfer their shares to nominees; and in many cases the agents and servants of this and the Great Western Companies sought to take transfers of all such shares at a small price (but considerably higher than the market value of about 3 s. per share), although a deposit had been paid of 30 s. each, and to hold the individuals free of all responsibility in respect thereof upon their so doing.

24. We believe that an investigation (of the books) will show that a great number of the original allottees and subscribers were allowed to withdraw from the Company, and were released from their liabilities, and that shares and votes were purchased, registered and transferred to clerks and servants of this Company and of the Great Western Company as mere nominees.

25. A considerable sum of money was corruptly expended in these transactions, and a number of votes illegally secured by the directors and their agents; shareholders were disfranchised, and the directors refused to register upwards of 17,500 scrip shares, tendered for registration, pursuant to their advertisements, and numbers of proxies were rejected by the directors, and others bought up.

26. By these censurable and unjust proceedings, the shareholders who remained on the register were grievously injured, while their money was applied to buy off and defeat the opposition, and thus the directors (who continued in office contrary to the Act of Parliament) were enabled to turn the majority, at the adjourned meeting in February 1847, in favour of the directors, but only by a majority of 1,600 votes on one question, and 775 on another question for the continuance of the Company, 40,500 shares only voting.

27. The directors (as also appears by the published reports) bought off various sections of the Irish shareholders through persons who *pretended* to act in hostility to the directors, and for the benefit of the mass of *bonâ fide* shareholders whose subscriptions and assistance they had received for the purpose of dissolving the Company.

28. By these nefarious means, the directors have been able to incorporate the Company, and to maintain it in a lingering existence, but certainly not with any advantage to the shareholders, or *bonâ fide* for their benefit.

29. The directors, although they had not (as before submitted) *bonâ fide* subscriptions to the extent of even three-fourths of the capital, yet proceeded as a company, and in the middle of the year 1847 they made a call of 10 s. per share, having at the time made no contracts for works, and having 73,000 l. in hand (which is now reduced to 54,000 l.), whilst it appears that, for the purposes of the Parliamentary deposit, they made up and borrowed moneys, upon which they appear to have paid a bank commission and interest; and, under the circumstances, we have reason to believe there is no such balance paid up or *actually* in hand *bonâ fide* belonging to this Company, and we have in vain endeavoured to learn where it is placed. Here we may refer to the Report of the Commissioners of Railways, 1847, on this Company (Group 42), because it is therein stated that "the share-capital was created by the issue of 100,000 shares of 20 l. each, upon which 2 l. per share had been called up," whereas, in truth, it will be seen that only 75,000 shares, according to the directors (or 63,000, as we say), had been issued; and if the facts had been accurately furnished to the Commissioners, then Parliament and the public would have been informed that only 11,000 shares had responded to the second call of 10 s., leaving nearly nine-tenths of the capital and deposit then liable to forfeiture, and the Commissioners would not have reported in a way so little calculated to show the real state of the Company, by blending the *total* shares and the *total* calls into one sum, as above set forth.

30. The directors, in the Session of 1847 (as before stated), applied to Parliament for

additional powers, and to enable them to proceed with the Company with one-and-a-half millions only, or rather to enable them to "proceed with the Company, when one-and-a-half millions, or 75,000 shares, should have been subscribed." We submit, that this admits that it had not theretofore been subscribed, and that the one-and-a-half millions held out to the world as subscribed, was not a *bonâ fide* subscription, and consequently that the directors are acting unlawfully.

31. The body of the shareholders proceeded to Parliament to oppose such Bill, and proposed a "Bill for the dissolution of this Company." It was pending those Parliamentary proceedings that directors of this Company, being also directors of the Great Western and South Wales Companies, declared that "the Great Western Company would take the South Wales Railway shares at par, or 30 s. each" (the price in the market being then 3 s. each); and stated at one time, that "the shares were to be subscribed for," and at another time, "they were subscribed for;" also stating at one time that "they were permanently held," and at another time, and to a different body of persons, that "they were temporarily held, and that the Great Western Company were to indemnify the South Wales Company in respect thereof."

32. At a special meeting of the shareholders of this Company to consider their Bills before Parliament, held in May 1847, the Bill proposed by the directors was stated to be different to the one which they had proposed at the preceding February meeting, and a clause had been sought "to legalize the illegal conduct of the directors."

33. The Group (No. 42.) upon the "Amendment Bill" proposed by the directors, and on the "Dissolution Bill" proposed by the associated shareholders, met in May 1847, and the Report of that Committee contains the following passages:—

34. "That the following petitions were referred to the Committee; viz. three petitions from certain shareholders, alleging improper and irregular practices on the part of the directors; that at the time the Subscription Contracts of the said Company were deposited, a considerable portion of the money required to be deposited had not been so subscribed; that the promoters of the said Railway had prevailed upon certain persons to execute the Subscription Contract, undertaking that payment of their subscriptions should not be enforced; that imposition had been attempted to be practised on the *bonâ fide* shareholders; that the Subscription Contract has not yet been completed. Counsel appeared in support of the petitions, but the Committee were of opinion that they *had not sufficient locus standi* to enable them to be heard in support of the petition." "A petition from the Irish South Eastern Railway Company, alleging that if the said Bill was passed, it would prove a great injury to the public and petitioners, who would be deprived of the benefit of railway accommodation between Dublin, New Ross, Enniscorthy and Waterford; that there was no *bonâ fide* subscription of 1,500,000 l. powers applicable to the construction of the said railway. Counsel appeared in support of the petition, but were *not allowed to be heard*, as the Committee were of opinion that they had not sufficient *locus standi*." "A petition from the Dublin and Kingstown Railway Company, alleging want of *bonâ fide* subscription of capital, and inability to comply with agreements entered into with petitioners."

35. It may be remarked, that this Report describes some of the allegations contained in the petition in very mild and inaccurate terms, as to practices of directors, to an extent unparalleled, as far as public disclosures have yet made known, yet it will be seen that the Committee did not consider or report upon those statements, but, by exercising a privilege which is often controlled by the feelings or caprice of the majority of the members of the particular committee, excluded the shareholders from being *heard*, and from all investigation into the acts of their trustees, the directors, who were thereby enabled to continue the Company, and in the management and control of its affairs, against the wishes of their *cestui que trusts*, many of whom had been previously disfranchised, and their interests confiscated, by the proceedings of their trustees before mentioned.

36. Some "arrangement" was made at this period, by which further opposition by the section of the shareholders who were entrusted with the opposition was suddenly withdrawn, and the directors' Bill passed through the House of Commons, and afterwards through the House of Lords, without further opposition. It appears (from the published Reports) that a great number of *bonâ fide* shareholders were literally "bought and sold" for the occasion; but we submit, that such Bill cannot affect the *original shareholders*, and their rights and interests; nor can the directors be allowed to use their deposits, which were for a line, in its integrity, to Waterford, with co-subscribers and co-partners to the extent of two millions, and that project ought to be considered as having failed, and a *new body of subscribers* ought to be obtained under that Act of 1847, or the *individual* consent of the original subscribers to be obtained to the new project: and this view is fortified by the opinion of eminent counsel, yet the shareholders cannot avail themselves of Lord Dalhousie's Act, nor of the Bill now before Parliament.

37. The directors are now (1848) seeking for some additional powers, but we are unable to foresee what clauses will be granted by the Committee of the House, or by the Chairman of Ways and Means, at the *last moment*, without any publicity; and we submit, that the Commissioners, and the Committee of Parliament on their representations, will take care that those rights of the original subscribers are not affected, nor the directors' conduct legalized by any powers sought to be surreptitiously obtained in the absence of shareholders, who are excluded from *any hearing* in the Parliamentary Committee. We have been refused a copy of

of the proposed powers sought by this Company in this Session, and therefore we can only rely on the report and suggestions to Parliament of the Commissioners of Railways, and on their investigating these allegations, and appending them to their Report, so as to put the House and Committee in possession of them, in order to stop the further progress of this Company, and any attempts to interfere with the legal rights of the shareholders, or to legalize the illegal acts of the directors; we also rely on the Commissioners recommending to the Committee upon the Bill to hear the shareholders in opposition thereto, and to the further proceedings of this Company, whose directors use the *old* subscriptions and calls, and threaten to apply to the *old* Subscription Contracts and registered shareholders, who have subscribed on the faith of a line with a capital of two millions, and not for a line as now proposed to Wexford only, with a reduced capital, without new Subscription Contracts, and a new subscription.

38. The directors have recently made a call of 1*l.* per share, so as to make 3*l.* paid per share, but such call has not been responded to.

39. And although the preceding call of 10*s.* was made twelve months since, it does not appear that it has ever been paid on more than 23,665 shares, leaving nearly eight-tenths of the amount unpaid.

40. When the recent Statute was in contemplation for stopping any contracts for works of new railway companies, the directors of this Company made a contract which excluded them from the operation of that Act, but no previous works have been contracted for or executed, and as the portion of the line to Bray, upon which *some* work has been executed, is the only part of the scheme likely to pay its expenses, and as that had been conceded to the Dublin and Kingstown Railway, and that Company can, under their Act, make it, we submit with confidence, as a question of public policy, as well as in justice to the shareholders, that this Company is not in a position to go on, and ought to be stopped, and the directors ought to be made responsible for their misdeeds; we are assured that a vast body, indeed the whole, of the *bonâ fide* shareholders would desire to close any contracts entered into by the Company, and to divide the balance in hand; but they have been unable to give effect to those wishes, because the directors have, by the aforesaid means, and by excluding shareholders from expressing their opinions (because they have not paid the illegal calls), retained a bare *majority* of the *votes*, whilst the shareholders are treated by Parliament as in the false and anomalous position of being *supposed* to speak through, and to be *represented* by the directors, by the common seal of the Company, and are not allowed any other voice in Parliament.

41. We have also reason to believe that the directors are expending money, and have agreed to contribute towards the expense of experiments and steam-boats between the South Wales Railway Terminus and Ireland, which we submit is also illegal, and an unfair application of the funds of this Company.

42. We finally submit to your attention, as having a general application, that it is very disastrous to the interests and independence of railway companies to have on their direction the directors of another company, who exercise their influence, and use the company as the instrument of promoting the foreign views of such separate companies, as in this case, where the Great Western Railway Company command the direction, and have promoted this line and kept it in existence, avowedly to "secure the Irish traffic, in competition with the London and North Western Railway, and to benefit the South Wales Railway," of which the Great Western Company are directors, managers, and large shareholders, and to which they have guaranteed a dividend, but whose shares are also at a considerable discount; in effect, all the evil results of "amalgamation" are felt. It is by such means that those directors in the interest of the Great Western Railway have secured a majority on the direction of this and other companies, sanctioning their aggressive schemes, and even at one time to the extent of inducing this Company to join in a line from Oxford, through North Wales, to Port Dynllaen, promoted by the Great Western Railway Company, and wholly foreign to the locality, as it was to the objects of this Company.

43. And it is worthy of remark, that the officers, auditors, clerks and book-keepers of this Company belong to or are connected with the Great Western Company, who conduct and control the affairs of this Company, and carry on its business at their own establishment and office, towards the expenses of which this Company contributes, besides an enormous allowance of 1,000*l.* a year to the directors, and 1,000*l.* a year to the secretary of this Company, voted by themselves under the circumstances before stated, and unparalleled in the history of railway iniquities.

44. It does not appear that any "book-keeper" has been appointed under the "Consolidation Act of 1845," and that the secretary spends most of his time in Ireland, whilst the books are in London, in the charge of the Great Western Company's officers, and no responsible person of this Company is appointed to comply with that Act of Parliament.

45. Our applications to inspect the books of the Company having been refused, we are unable to ascertain how the "expenses" of this Company have amounted to the enormous sum of 70,406*l.*, of which only 4,127*l.* are alleged to be for "works, fencing, contracts, land, compensation, valuing, surveying, &c."

46. In conclusion, we repeat that we have here only represented the wishes of the *bonâ*

fide shareholders, in asking you to withhold your approval of the measures now brought by the Company and by the South Wales Company, until these facts are investigated; and in asking you to represent them to the House of Commons, in order that the Committee may be in possession of them, and that we and the other shareholders may be heard thereon, and against the further proceedings of the directors, and that we may obtain that investigation and justice, which will otherwise be denied to us.

We have, &c.

(signed)	<i>The Warrington</i> , Captain, Montague-street, <i>T. A. Gallini</i> , <i>H. Nash</i> , for <i>G. Nash</i> , <i>Cha' Nash</i> , for Self and other Shareholders, <i>Cha' Nash</i> , Holder of South Wales Com- panies' Shares, and Parliamentary Agent for the Memorialists.	}	Holders of above 1,000 Shares in the Waterford, &c. Company.
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30 March 1848.

(No. 1345.)

Sir,

Montague-street, 28 April 1848.

ON the 31st ultimo I forwarded to you, on behalf of myself and other shareholders, a memorial relative to the Waterford, Wexford, Wicklow and Dublin Company, and complaining of the conduct of the directors in transactions with the South Wales and Great Western Companies, whereby frauds had been practised on the shareholders and on the Legislature, in a manner and to an extent which called for public inquiry; and as the directors were applying to the Commissioners for extension of time and powers, it was considered that the Commissioners would entertain those facts, or recommend them to Parliament for investigation.

I have now before me your letter dated the 25th instant, addressed to the Honourable Captain Warrington, in which you inform him that the Commissioners have no power to interfere in the manner suggested, and that the parties must seek their remedy elsewhere.

I submit, however, that the published invitation to "all persons objecting to the extension of time," which was made in pursuance of the late Act of Parliament, entitled shareholders to be heard in opposition to such an application, on the special grounds of the worthlessness of their schemes, and the fraud and misconduct of their own and other directors in collusion with them; and that if it could be shown to the Railway Commissioners that it would be expedient to withhold the extension of time, it was competent to the shareholders to do so, otherwise a very narrow and one-sided interpretation would be put on an Act of Parliament, which was intended to benefit shareholders, as well as directors and the public.

Considering also that in a recent case in which the Great Western interest were the *supporters* of an appeal to the Railway Commissioners, complaining of the conduct of directors in the manufacturing of Subscription Contracts, and that the Railway Commissioners specially reported on that case to Parliament, with a recommendation for investigation, I have now to submit that the case heretofore laid before you, with the further case which I now propose to submit, is a similar case, and should be treated in a similar manner to the case made by Mr. Hoyes.

The directors of the 3 W.'s Railway have lodged two Subscription Contracts in support of their *present* Bill before Parliament, "to enable the South Wales Company to hold shares." Such contracts are under the seals of the South Wales Company, which the directors had no power to affix; and there are added the names of 19 persons as subscribers for 187,500*l.*, and as having paid a deposit of 18,750*l.* thereon, or 2*l.* per share on 9,375 shares only; and such persons and the South Wales Company covenant to pay such subscriptions, in face of the fact that shares to any extent may be had for nothing, and have been in the market for 12 months past, alternating between half-a-crown a share to sell, and half-a-crown a share to get rid of shares; and yet these persons would make the Legislature believe, that in December last they were content to buy the shares at par, and to become liable for the whole subscriptions.

I have caused inquiries to be made as to the persons who have signed these deeds; I find them to consist of directors and shareholders in this Company,

the

the solicitor and auditor of the Company, clerks at the Great Western manufactory, West Strand, and spinsters and others of doubtful position, who cannot be found.

Considering, also, that in 1846 the Great Western Company repeatedly assured the shareholders that that Company would guarantee the shares to be taken by the South Wales Company in the 3 W.'s Company at one time, to the extent of half a million, then dwindled down to a quarter of a million of capital, and *now* proposed to be one-eighth of a million—I submit that the dissentient shareholders (who claim only to be protected against frauds) are entitled to be heard before the Railway Commissioners, and to have the facts represented by the Commissioners to Parliament, and as was done in the case of Mr. Hayes; otherwise they will be without relief, and the benefits of a Government check on the proceedings of directors be nullified to a very great extent. The Commissioners must be aware that no other course is open to shareholders, because Parliament will not, in ordinary applications, hear shareholders in opposition to directors, and any other remedy in due course of law is a delusion, and not open to them.

I have, &c.

(signed) *Charles Nash*,
Shareholder in the 3 W.'s Company, and in the
South Wales Railway Company.

H. D. Harness, Esq.
&c. &c.

As the shareholders are to meet early next week, I shall be glad of an early reply.

(Draft, No. 933.)

Office of Commissioners of Railways, Whitehall,
1 May 1848.

Sir,

I HAVE been directed by the Commissioners of Railways to inform you, in reference to your communication of the 28th instant, relative to the Waterford, Wexford, Wicklow and Dublin Railway Company, that in conceding the propriety of executing the warrant for extension of time applied for by the Company, they cannot enter into the investigation of the various charges contained in the memorial referred to, as to which the parties have been already informed they must seek their remedy in due course of law, or by application to Parliament.

With reference to the alleged evasion of the Standing Orders by this Company as to the Subscription Contract to the present Bills, I am to acquaint you that by a Resolution of the Select Committee on Railways, in their first Report of this Session, the Committee on the Bills are to make a Special Report, inquiring into the sufficiency and *bonâ fide* character of the Subscription Contract, and report their opinion to the House.

With respect to the case of the South Western Railway Company, the facts relating to the Subscription Contract were stated in the Report circulated by the directors.

I have, &c.

(signed) *G. Godolphin Osborne*,
Ass. Sec.

C. Nash, Esq.

(No. 1427.)

Sir,

Montagu-street, 9 May 1848.

I AM desired by several shareholders in the Waterford, Wexford, Wicklow and Dublin Railway Company to bring again under the consideration of the Commissioners the facts relating to that Company.

The directors have a Bill now pending in Parliament for a fresh subscription by another railway company, under the guarantee of a third railway company, and to give that other railway company a predominant influence in the direction. The case is therefore precisely analogous to, and comes under, the class of cases

referred to in the "Third Report of the Select Committee on Railway Bills," and the "Report of the Commissioners of Railways" therein contained, and wherein the Commissioners comment on the Standing Orders, Nos. 125, 127, 128 and 130, with reference to subscriptions and deposits by railway companies to other lines; and whilst mentioning the objections to such cases with reference to the South Western Company, and the Taw Vale and Crediton Lines (on the objection of the Great Western Company), yet pass over without remark the Bill of the S.W.'s Company, and the facts mentioned in the former Report of the Commissioners of Railways in the Session of 1847, on the broad gauge schemes, wherein it is stated, that the South Wales Company admitted having illegally taken shares in this Company. The guarantee of the Great Western Company to the South Wales Company for those shares is not mentioned in the paragraph, page 13 of the Report, nor have the directors ventured to introduce it in any Bill, although for two years past it has been promised to the shareholders.

These matters are entered into in detail in the recent memorials presented to the Commissioners, and the shareholders are desirous of having the facts specially brought before the Select Committee on Railway Bills and Parliament, by the same means that have been pursued in the South Western case and in the Exeter cases, where the facts alleged against the *bonâ fide* conduct of the directors by a shareholder were specially laid before Parliament under a similar course of proceeding to this.

2d. I have also to direct attention to the last paragraph in "the Commissioners' Report to the Select Committee," wherein they recommend that in certain cases, other parties than those having a *locus standi* under the present practice may be allowed to appear against a Bill; and to represent that the case of shareholders complaining of the fraud or improper conduct of these directors, is one especially calling for permission to be heard, and taking the present case as one proving the extreme importance of such a permission being granted, and deserving the special recommendation of the Commissioners to the Select Committee, where shareholders have no other means of relief.

3d. The giving a power to Committees to investigate the *bonâ fide* character of Subscription Contracts, and the giving a power to the Commissioners of Railways to extend or not the time for completing the works of an existing Company, appear to be of little value to the public or to the shareholders, if the latter are not to be heard upon questions so materially affecting themselves, and if the *locus standi* is to be confined to the landowners and others having an interest in keeping the Company alive, however sickly its existence, and fraudulent its inception; and if the frauds of the directors, and the desire of the shareholders to stop the line, and the certainty of its ultimate decease for want of funds arising from the constitution of the Company, are to be excluded by the Commissioners in considering the application for extension, and the objections publicly invited thereto, or to be excluded by the Committee on the same ground of want of *locus standi*, to show the fraudulent nature of the new Subscription Contract deposited by the directors, and the injustice of granting powers to another railway materially affecting this Company.

The shareholders feel that these points call for the special notice of the Commissioners to the Select Committee, or to Parliament, and that the utility to the public of a public board will be considerably enhanced, if the position and interests of shareholders, and the proceedings of their directors, are viewed with a greater range, and specially brought under the more extended consideration of Parliament and the Select Committee.

In the particular instances to which I have referred, I am anxious to lay before the dissatisfied shareholders the decision of the Commissioners, and the course which will be taken by them on the objections before pointed out.

I have, &c.

Captain H. D. Harness,
&c. &c.

(signed) Charles Nash,
Parliamentary Agent.

(Draft, No. 966.)

Office of Commissioners of Railways, Whitehall,
10 May 1848.

Sir,
I HAVE been directed by the Commissioners of Railways to inform you, in reply to your letter of the 9th instant, that the Third Report from the Select Committee

Committee on Railway Bills, with the Appendix, containing the Report from the Commissioners of Railways to the Select Committee, has been referred by the House of Commons to the Committees on the several Groups of Railway Bills; and that the attention of the Committee on the Waterford, Wexford, Wicklow and Dublin Bill will be thus called to the powers taken by one railway company to subscribe to, and hold shares in, the undertakings of another.

I am at the same time to acquaint you, that the Commissioners have no intention of making any further report to the Select Committee on Railway Bills.

C. Nash, Esq.

I have, &c.
(signed) *H. D. Harness,*
Captain Royal Engineers.

(No. 1557.)

Sir, 20, Montagu-street, 25 May 1848.
As chairman of the dissentient shareholders in the "Waterford, Wexford, Wicklow and Dublin" Company, I beg leave now to draw your attention to the Bill as carried up to the House of Lords, a copy of which is lodged with the Railway Commissioners, in order to point out what appears to be some decisive evasions of the Standing Orders, especially with reference to the recent Resolutions of the House of Commons.

The Bill, it will be remembered, is to authorize a second Company (the South Wales) to contribute to the Waterford Company, and to nominate half the directors. By applying in the names of the Waterford Company, instead of the South Wales Company, all these Standing Orders and Resolutions of June 1847, as to new subscription contracts, deposits, one-half of capital, a virtual amalgamation, and increase of capital, are avoided.

Second. The resolutions (as to suspended Bills) required also, in *all* cases, an inquiry into the subscription contract where increased capital was proposed. The Bill, as brought into the Commons, and before the Group of Sir Robert Peel's Committee, did not contain any clause to increase capital, though it did to subscribe to the Waterford Company; consequently it escaped that inquiry into the subscription contract and these other matters, which the shareholders ought to have investigated; and the Committee reported accordingly, 9th May, Supplement to Votes. But immediately after the Report was brought up, the Promoters gave notice of a clause (15th May) to be added, to increase their capital, and that clause was added (it is the 5th); thus avoiding all those inquiries and matters which would have been made if that clause had originally stood in the Bill, or if the Bill had been introduced in the name of the South Wales Company.

This appears so glaring, that it is hoped the Commissioners will take special notice of it.

Captain Harness,
&c. &c.

I have, &c.
(signed) *Charles Nash.*

(Draft.)

Office of Commissioners of Railways, Whitehall,
29 May 1848.

Sir,
I am directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 25th instant, in reference to the Waterford, Wexford, Wicklow and Dublin Railway Bill.

C. Nash, Esq.

I have, &c.
(signed) *H. D. Harness,*
Captain Royal Engineers.

(No. 1899.)

Sir,

52, Parliament-street, 19 June 1849.

I AM desired by a committee of numerous shareholders in "The Waterford, Wexford, Wicklow and Dublin Railway Co." to solicit your attention, or that of the proper officer in your department, to the Return (114) made on the 18th May to the Order of the House of Lords made on the 3d of May last: the Order was for a Return of the "Distribution of Shares amongst Members of the Legislature;" the Return made is of "the Allotments made." This difference in terms has had the effect of excluding from the Return the names of members who had shares subsequent to the "allotment," to the extent of 15,000 shares, and 11,200 as developed in the enclosed paper.

I would take leave to suggest, that by a Supplementary Paper, or in the forthcoming Returns, this discrepancy should be noticed, especially as it was a designed one, the distinction and the facts having been pointed out and commented upon before the Return was made.

Another discrepancy exists as to the "premiums" of the shares in the market; the Return states it at the very low sum of 5s., or one quarter per share; whereas if the premium returned had been taken at a later period of the year, and from Ireland instead of London, the premium would have been found to have been above one per share.

There is an inaccuracy in the Return to the House of Commons (731, Sept. 1848) as to this line, inasmuch as the date of 1846, instead of 1845, is affixed to the first call, and a third call of 10s. is stated to have been made in April 1846, whereas none such was then made, but a third call was made of 1l., payable in April 1847.

I have, &c.

(signed) Chas. Nash.

Enclosure.

WATERFORD, W., W. and DUBLIN.

1. Return, May 1849 (114), shows allotments made 1845, July, and }

paid up	-	-	-	-	-	-	-	-	-	4,467
Allotments made	-	-	-	-	-	-	-	-	-	170
And not paid up	-	-	-	-	-	-	-	-	-	1,022
 2. Subscription Contract, and Accounts and Return, show 1845, December; 1846, January, further shares issued to—

Ponsonby, Duncannon	-	-	-	-	-	-	-	-	500
Sir T. Esmond	-	-	-	-	-	-	-	-	1,000
F. Rufford	-	-	-	-	-	-	-	-	500
Sir C. De Broke	-	-	-	-	-	-	-	-	150

portions of 15,601 shares then signed for and issued.
 3. Subscription Contracts lodged Session 1848, show further shares issued or registered for 1848, January—

Sir T. Esmond	-	-	-	-	-	-	-	-	1,000
Colonel Acton	-	-	-	-	-	-	-	-	1,000
Earl Courtown	-	-	-	-	-	-	-	-	1,500
Viscount Stopford	-	-	-	-	-	-	-	-	150

portions of 12,500 issued or subscribed for at that time, afterwards reduced to 11,200 shares.
- The total shares actually allotted in July 1845, }
was only, as appears by the official returns - } 48,000 out of - - - 100,000 shares.
- A further number were issued or subscribed for }
in January 1846 and February 1846 - } 15,601 after the panic.
- A further number issued or subscribed for in }
December 1847 and January 1848, of - } 9,357 as part of - 12,500 shares.
afterwards, only 11,200 shares.
- Making a total issue of only - - - 72,958 shares.

The premium returned to Parliament is that of the lowest, and is taken from the London official list, at the earliest period.

Whereas

Whereas the premium gradually rose, and especially in the Dublin Exchange, where it attained between one and two per share.

On the London market it was officially quoted in October 1845, at one premium.

After November 1845, the shares fell to *great* discounts.

(No. 3952.)

Sir,

52, Parliament-street, 24 December 1849.

WE are instructed by the committee of the "Waterford, W., W. and Dublin Railway Company," to lay before your Board the accompanying documents, as deserving the consideration and attention of your Board, and material to the consideration of any question on the Audit of Railway Accounts, or the amendment of the existing law, or any Parliamentary inquiry or interference.

We have, &c.

Captain Harness, R. E.,
&c. &c.

(signed) *Lewis & Nash.*

Enclosure 1, in (No. 3952.)

WATERFORD, WEXFORD, WICKLOW AND DUBLIN RAILWAY COMPANY,
(*And connexion with the South Wales Railway Company.*)

FURTHER REPORT of the COMMITTEE of SHAREHOLDERS.

THIS committee, unanimously appointed at a general meeting of "shareholders," has been actuated by the single desire to benefit the general body—three-fourths of whom resist the "directors'" proceedings,—and have worked (without personal profit to themselves) on the faith of being supported by the whole of the independent shareholders. Personally, as alleged "shareholders," they were not desirous to shrink from any risk or liability which a fair administration of the Company's affairs might have entailed upon them; but, in common with the mass of their alleged "co-partners," they were not disposed to tamely submit to the consequence of iniquitous mismanagement. Conscious, therefore, of the integrity of their motives, they are entitled to command the support of the shareholders, and to disregard any misrepresentation from the organs of the directors.

The present opposition has already led to the directors conceding a portion of what was asked: in a reduction of salaries, and an offer to reduce the shares, and the line, but which can only be regarded as delusive.

This committee have also endeavoured to interest the other companies, and committees on the affairs of the South Wales and Great Western Lines, on this subject. And have since their last Report continued their anxious consideration to the position of this Company, and collected further information of great importance to the shareholders, and useful to the public interests in railway affairs.

Since the former Report of June last was made, (1st.) *Actions* have been brought by the alleged "directors" against alleged "shareholders," to recover "calls" in arrear.—(2d.) *Proposals* have been made by the "directors" to shorten the line and reduce the share capital, the applications for which they are making to Parliament, at an expense of 2,000*l.*, which might have been avoided.

The desire of this committee having been to promote a "dissolution," (as apparently the best termination to the Company, having regard to the proceedings of the directors), or to adopt such other course as may mitigate the loss and liability of the shareholders, obtain a reform of the "Share Register," and a direction in which they may have confidence, they have submitted the following resolution to the directors,—“ Nov. 3, 1849 :”—

“ That the engineer of the Company and the engineer of the committee be required to confer, and to report to the shareholders, as to the utility of carrying out a portion of the line between Dublin and Wicklow, with power to them to nominate a third, whose report, in case the other two differ, shall be the one recommended for adoption by both parties, and that if the report be in favour of any portion, then the 'associated committee' will urge its adoption. If the report be against the completion, then the Company to be amicably wound up, and in a mode to be agreed upon by the same persons.”

This reasonable offer, as well as former suggestions for an amicable settlement or discussion with the directors, has received no reply; though made in the best spirit, it is still under consideration.

The adoption of any of the three courses open to the shareholders must tend to promote their general interests and a dissolution, namely,—(1.) To defend the actions for calls, and by proceedings compel an investigation of the directors' conduct.—(2.) To oppose the directors at the meetings—(3.) and in Parliament. There is a fourth, which can only be adopted *in extremis*, namely, to pay up the arrears, submitting so far to the directors, but then, by means of a majority of paid-up shares, to effect a change in the direction, and so promote the general wishes of the shareholders, or secure the winding-up of the Company.

The second and third courses entail only the contribution of very little time by the registered shareholders, and it must be manifest that the greater the amount of co-operation the greater the chances of success to the committee's labours and the objects in view.

I. With regard to the first, the *actions for calls*, they have been, and will be, defended in terms of the "*circular letter*" of 9th June 1849, that is, a sufficient number must co-operate therein, to obtain one decision, which will benefit nearly 1,000 persons with 81,000*l.* of arrears. The committee has succeeded in measures whereby one action only has been allowed to proceed, and other proceedings for calls have been stayed in the mean time: thus, if a fair decision be obtained in one case, it will be a guide to all the "registered shareholders" at a trifling cost, provided they co-operate.

Pleas of fraud, and impeaching the legality of the Company, the validity of the share register, the right to register original allottees against their will, and the refusal to register the holders of scrip in 1846, whose property was confiscated, have been allowed by the judge, although twice opposed by counsel for the directors, and supported by Mr. Nash for the shareholders.

Under those pleas the various matters brought against the direction in the former reports will obtain full scrutiny. Investigation will be judicially made into the facts connected with the allotments in 1845 of above half the total shares to directors and their friends; the reservation of nearly 4-10ths, although announcements were put forth that all were allotted; the friendly signatures for thousands of shares in 1846 after the panic; the transferring of thousands of shares on to the corporate funds of the "South Wales Company;" the using illegal shares and votes for the Parliamentary meetings of 1846; the borrowing of capital of other railways unknown to the shareholders; the lending of capital by this Company to other Companies, and the passing of the Act by these means. Then the attempts in 1846 of independent shareholders to dissolve this Company defeated, by refusals to register "holders" of scrip, and by the registration of (unwilling) "original allottees" who had sold their scrip; the buying up of their shares; the buying up (by officials of the three Companies) of scrip and shares; the buying off of votes and proxies from the opposition, and of transfers, on indemnities by directors and officials of the Company; the registration of shares colourably and improperly; the hiring of registered shareholders to attend and support the direction at the meetings of February 1847. All these circumstances, and the means whereby *bonâ fide* shareholders were overpowered, a majority for the continuance of the Company secured at the meetings, and the sealing a "register of shareholders," will be developed. As also the refusals of access to the "register;" the refusal of the names of shareholders and scripholders interested in those proceedings; the using of capital of the South Wales Company for shares in 1846, which accomplished the above purpose of over-powering the shareholders; the procuring in 1848 an Act for "future subscriptions," and the "permanent appointment of directors, by the South Wales Company," although no "future subscription" has ever been forthcoming. The "guarantees" agreed to be given by the Great Western Railway Company to the South Wales Company for their shares and interest, the expenditure of capital, and the *other matters* in this committee's former reports regarding the management of this Company, will be investigated.

These pleas, therefore, are most important, as opening up the whole "transactions" of the Company, yet the directors intimated an intention "not to proceed with that action, on account of the pleas, but to commence other actions against other shareholders" for calls; this committee cannot, however, believe that any substantial advantage will result to the directors from that course, but the reverse.

As a decision can be obtained which will affect 81,000 *l.* of arrears, owing by nearly 1,000 persons, the importance and advantage of this contest to each registered shareholder cannot be overrated. The committee and their advisers have throughout worked gratuitously to benefit the general body; they will continue to do so, but a "defence fund" is necessary, for no other purpose than to provide the expenditure and cash outlay of the committee therein, indemnify the defendants in the actions, and *ensure a decision*. Although a large number have already subscribed, and agreed to unite therein, the committee has not hitherto had occasion to use such funds, as it is their intention to act up to the terms of the circular of 9th June 1849, and to trust for the appreciation of their endeavours to the co-operation of the registered shareholders, under the ample protection which the circular offers to all contributors, and the advantages of a decision in the year 1851.

II. With reference to the "*directors' proposal*," it has been fully dissected by Mr. Nash, in its financial results, and his "report" appears completely to dispose of that attempt to prop up this Company, and legalize the proceedings of the directors which are in question. Although this committee have been refused all access to the books and documents of this Company, and to inspection of the agreements of this Company with the Kingstown Company, and with the South Wales Company (who control and most materially affect your interests), and all information, the directors are proceeding to Parliament to legalize that delusive "proposal."

By the "*proposal*" in question the directors require—(1.) That all the "arrears" (81,000 *l.*) on 57,000 shares be paid up to make 3 *l.* each. (2.) That the 75,000, the total registered shares (which paid deposits in 1845), pay up to 10*l.* per share, in order to raise 420,270 *l.*, besides stock and Kingstown contract, for a line to Wicklow, on which only 52,200 *l.* had been spent.

The investigations reported by Mr. Nash show that above 30,000 of the 57,000 shares in arrears *cannot* pay; that all, or nearly all, the rest will not voluntarily pay, even if they can. In short, that the 75,000 are reduced (by transfers to paupers, by agreements with the

Company

Company and their agents, by poverty, absence, &c.) to less than 10,000 registered shares in solvent names (besides the South Wales Company's 11,200 conditional shares); also, that the directors of the three Companies and their friends do not hold, personally, 2,000 shares, although in 1845-6 they had taken (in shares and allotments) amongst themselves and their officials, connexions and co-directors and friends, to the extent of above 60,000 shares; that the total who paid up original allotments from June 1845 to June 1846, was only 63,601 shares; that the total (including the South Wales Co.'s shares) reported as having paid the first deposit and as registered, was 75,186 shares in December 1846, and in 1849.

The particulars are so important that they are subjoined, and powerfully illustrate the management of Railways, and the system to which shareholders have been victims hitherto.

The S. W. Co. subscription was passed in 1848 as a "future one of 12,500 shares, to be guaranteed to them by the G. W. R. Co." But this Co. has had no accession of subscribers, and an investigation shows that the shares were "taken up" in 1846 for the purposes of the contest then existing. At the February 1849 meeting of the shareholders of the "South Wales Co.," Mr. Russell "admitted that the agreement with the South Wales Co. for the future subscription of a quarter of a million to our capital, provided that no more calls should be made on them unless the 3 W.'s Co. showed the means of going to Wexford;" and in June 1849, the South Wales Co. certified to Parliament that "means had been taken to stop the works of the 3 W.'s Co., and the further contribution of that Company to it;" yet, at the August 1849 meeting of this Company, a correspondence was reported by our directors with (themselves) the "Board" of the South Wales Company, "agreeing to the present proposal, subject to the assent of the South Wales and the G. W. R. proprietors." But at the subsequent "South Wales" meeting (August 1849), one of this committee brought the subject before the shareholders of that Co., whereupon the chairman interrupted him by the statement, that "the proposal had been laid before the G. W. R. 'Board,' and rejected by them, and, therefore, it fell to the ground," and honourably declared his independent opinion to be against the scheme from the first; yet the directors of the 3 Co.'s (for the same persons are directors and solicitors of all) have taken steps and are proceeding to Parliament to legalise their proceedings, and the proposal before-mentioned, notwithstanding their secret and illegal agreements: 3*l.* per share has been charged to the S. W. Co., although it was well known before the Act of 1848, that this Co. never could show the means of getting to Wexford.

This committee have also communicated with the committees appointed by the South Wales and Great Western shareholders, and urged these facts upon their decision; they find it necessary to pursue it until it is properly investigated, uninfluenced as they are by any interest in the other Companies concerned, and conscious that there is sufficient integrity and honourable principle in Parliament and the press to ensure a just decision on the proceedings and motives of the directors of these Companies.

It is plain that the financial state of this Company will not carry out the "proposal," or accomplish *one-half of it*. It is also understood that the South Wales shareholders will object to do so, and that the Great Western shareholders will object also. Moreover, *What is the line sought now to be made?* It is along a sea shore, "with mountains on one side, sea on the other," serving a few fishing villages. If the *whole* population served (8,000) should travel every third day, they would only pay the "working expenses;" and the state of Irish lines in work (the Waterford and Limerick, for instance) may be referred to as instances of working results and the worth of Irish railways.

III. With reference to opposition at the meetings, and the Parliamentary proceedings, it is also essential that these facts should be developed, involving as they do important public principles, and that the shareholders should (by their presence or vote, no other sacrifice being required) support this committee, whilst "protesting against the legality of the directors' acts, and denying all liability."

IV. In the meantime, it is to the interest of every scrip and shareholder to communicate to this committee his sentiments hereon, and the particulars relating to his shares and scrip. Much benefit will accrue to him and the general body by so doing; in the absence of that co-operation the committee will conclude that each such shareholder will, himself, look to his own protection.

Under protest against the legality of the Co., its acts, and the acts of the "directors," and without prejudice to the alleged shareholders, and denying all liability—

By order of,

Capt. T. Warrington,
Rev. D. Robinson,
J. A. Gallini,
W. Yates Freebody, c. z.,
Chas. Nash (Hon. Sec.),

Honorary Committee,
Nov. 1849.

52, Parliament-street, London, where Requisitions and Petitions will lie for signature, without expense to the signers.

Appendix I.

ILLUSTRATIVE of Railway management by persons who are on the direction of several Companies, and as material for the consideration of the shareholders, the following Analysis of the Allotments and Disposal of Shares in the 3 W.'s Co. is presented. It will be seen that whilst in 1845 the general public only obtained from 1 to 50 shares, the Directors and Officials and their connexions obtained many hundreds each, though not holding 1-50th of them now.

The "actual Receipts of Deposits" on Shares up to June 1846, taken from the Directors' Return, is (for 12 months) } Shares.
£. 95,401. 10. 6. on } 63,601

Or little more than one-half the number of shares.

The "Share Register" and "Directors' Accounts" (1846-9) show the total "Shares registered" and "Deposits paid" upon 75,186
Which include the fictitious or friendly subscribers in 1846, for - - - - - 14,173 shares } or together, 25,375
And for 9,375 (as 3-4ths of 12,500) afterwards treated in 1848 as - - - - - 11,200 ,, }

REAL ALLOTMENTS in 1845 out of 100,000 Shares, only - - - - - 49,811

	Allotments, &c., 1845.	Signed in 1846 for Shares (A.)	Signed in 1848 for (B.)	TOTAL Shares.
7 Provisional Committee, &c. of 3 W.'s (also Directors of the G. W. R., South Wales, South Devon, Bristol and Exeter, Oxford and Wol- verhampton, Birmingham and Oxford (2 of the Cork and Water- ford), and other Companies) - - - - - took	{ 1,442 } n. p. 316	2 for 2,113	- - -	3,871
3 other Directors of G. W. R. lines - - - - -	{ 50 } n. p. 275	- - -	- - -	325
1 Director of ditto - - - - -	- none.	- - -	- - -	-
12 Directors of South Wales Co. (Provisional Committee, &c. of 3 W.'s in 1845), including 1 Cork and Waterford - - - - -	{ 1,878 } n. p. 674	2 for 1,500	1 for 750	4,802
3 Ditto took none - - - - -	- none.	- - -	- - -	-
4 Directors of So. Wales Co., and "Directors" of 3 W.'s Co. (46-48) -	878	4 for 3,500	1 for 1,000	5,378
2 Directors of South Wales and 3 W.'s Cos. - - - - -	- none.	- - -	- - -	-
2 South Devon Co. Directors, and Solicitor - - - - -	875	- - -	- - -	875
2 Bristol and Exeter Directors, not P. C. of 3 W.'s (50 n. p.) - - -	65	- - -	- - -	65
3 Bristol and Exeter Directors and P. C. of 3 W.'s Co. - - - - -	200	- - -	- - -	200
2 Ditto and G. W. R. Directors, and P. C. of 3 W.'s - - - - -	- none.	- - -	- - -	-
Mr. Rufford and 2 Officials, of "Ox. Wor. and Wolverhampton" -	- - -	2,000	- - -	2,000
Solicitor of ditto - - - - -	n. p. 80	- - -	- - -	80
Director of "Wilts, S., and Weymouth," Auditor of 3 W.'s (and his brother) - - - - -	100	- - -	- - -	100
	6,833	9,113	2 for 1,750	17,696
5 P. C., afterwards "Directors" of 3 W.'s Co. - - - - -	602	1 for 500	2 for 2,500	3,602
24 P. C. of 3 W.'s Co. (Local Landowners, &c.), including 2 more "Cork" and Waterford" (150 n. p.) - - - - -	3,833	1 for 50	3 for 1,500	5,383
11 Local "Provisional Committee" took - - - - -	- none.	- - -	- - -	-
8 more "Cork and Waterford Co." Directors - - - - -	1,050	- - -	- - -	1,050
	12,318	10 for 9,663	7 for 5,750	27,731
Connexions, &c. of Directors of 3 W.'s Co. (known)—(630 n. p.)	3,732	- - -	5 for 2,500	6,232
Ditto - - - - - (unknown.)	- - -	- - -	- - -	-
11 Officials, Auditor, and Connexions of So. Wales Directors (known)	790	2 for 650	- - -	1,440
Ditto - - - - - (unknown.)	- - -	- - -	- - -	-
Officials, Auditor, &c. of G. W. R. Co. - - - - - (known)—(1,145 n. p.)	10,935	- - -	- - -	10,935
Ditto - - - - - (unknown.)	- - -	- - -	- - -	-
18 Officials, Solicitors, &c. of 3 W.'s Co. - - - - - (known)—(200 n. p.)	1,090	6 for 3,800	6 for 1,125	6,015
Ditto - - - - - (not yet known.)	- - -	- - -	- - -	-
Shares - - - - -	28,865*	14,113	{ 9,375 paying £. 18,750	52,453
These three Columns make to Directors and Officials - - - - -	- - -	- - -	- - -	52,453
Add,—Officials to make up the (12,500 or) 11,200 shares to } "S. W. Co." in 1848, of which only 9,375, included above, say } to make the 11,200 shares - - - - -	- - -	- - -	{ 1,825 11,200	1,825
To other Friends (names not recognised) of Directors and Officials } of said Co.s., other Members of Parliament (not included above), } Officers of Parliament, &c., some thousands, but say only } To Members of the Press - - - - - (above)	5,000 900	- - - - - -	- - - - - -	5,000 900

Thus making a Total to Directors, Officials, and known Connexions of about 60,000 Shares.

To rest of Public (strangers) in allotments of 1 up to 50 shares—

So as to make up the "Total Allotments" in 1845 of 72,956 shares, or the shares "paid up" to June 1846, of only } 63,601
(including above, column 1) - - - - -

Or to make up the Total Registered, Dec. 1846-9, as paying "Deposit," of only (including columns 1, 2 and 3) - 75,168

(The Names will be given in next Report.)

* Of the above 28,865, above 3,000 never paid upon their "Allotment Letters;" and the letters n. p. point out some of those who did "not pay," but were returned as "Defaulters" up to June 1846.

Enclosure 2, in (No. 3952).

SOUTH WALES RAILWAY COMPANY (and connection with Irish and Welsh Lines).

THIS committee feel called upon to advert to the affairs of the South Wales Company, inasmuch as the S. W. Co. is interwoven with the Waterford, Wexford, Wicklow and Dublin Company to the extent of a quarter million; and the fate of the 3 W.'s Co. is dependent on the decision of the S. W. shareholders.

This committee having awakened the attention of the S. W. shareholders to their affairs in the autumn of 1848 and spring of 1849, by their "Reports," the appointment of a committee of S. W. shareholders followed in August 1849.

The *main* object of that committee seems to have been the guarantee of the Great Western Railway Company for the capital for the whole line to Fishguard, or a portion to Swansea, or the raising capital to carry out the line.

There appears in this case to be considerations involving the integrity of railway management of far higher importance than the mere pecuniary guarantee.

That committee had no access to the books of the Company. This committee has investigated them, and have to submit the following important matters to the shareholders:—

(I.) GUARANTEES.

The agreement for this guarantee "for the main line when completed to Fishguard" is so vague, and conditional on so many things to be hereafter arranged between the Companies, that it would be almost impossible to enforce a lease or guarantee against an *unwilling* lessee; and it becomes a question, whether the shareholders should not at once throw it over, and take the management of their line into independent hands.

The expenditure on works west of Swansea is estimated, up to 30th June 1849, at 156,300*l.*, besides the Llanelly and Tenby lines.

The guarantee for the "*subscriptions* to other lines" is also dependent on the completion of the main line.

(II.) SUBSCRIPTIONS and LIABILITIES of the SOUTH WALES Co.—900,000 *l.*

Although the only Irish and Welsh "*subscriptions*," sanctioned by Parliament, up to the end of 1848, are to the "3 W.'s Co.," and the "Vale of Neath Co.," which the shareholders of these Cos. and of the S. W. Co. had agreed to *on the faith and conditions* (1st) of the *G. W. R. guarantee*, and as a loan to them; and (2d), an additional one per cent. interest on calls of S. W. capital, which would ultimately fall on the G. W. R. Yet it will be seen that "*subscriptions*" to other lines have been *paid, although not legalised* by Parliament. Moreover, that those subscriptions and agreements have not been submitted to, or sanctioned by the shareholders of the respective Companies.

This expenditure of capital, though made in 1846-7, was *not communicated* to the shareholders in the printed accounts, or otherwise, until August 1848, and then only in a *lumped* sum, thus, "*subscriptions* to Irish and Welsh lines 61,300*l.*," which is now 85,284*l.* and upwards, besides interest and costs.

IRISH LINES.

(a) The WATERFORD, WEXFORD, WICKLOW and DUBLIN Co. will serve as an ILLUSTRATION.

In June 1848 an Act was passed, promoted by the same persons, officials of the G. W. R., S. W. and 3 W.'s Cos., for a *future* subscription by the S. W. Co. to the 3 W.'s Co., "*to assist it*," for "not exceeding" 12,500 shares of 20 *l.*, or 250,000 *l.*

In August 1848 the S. W. Co.'s *printed* accounts includes, for the first time, "payments to Irish and Welsh lines," to the 3 W.'s Co., 2 *l.* per share on 11,200 shares (16,800*l.* and 5,600 *l.*), 22,400 *l.*

And the August 1849 account, exhibits further payment of 11,200 *l.*

The private *books* of the S. W. Co. show that these 11,200 shares were paid for as far back as "Dec. 26, 1846," though not brought into the account as a payment till August 1848, but always appearing in the "balance" in hand.

No *sanction* for these shares had been given by the shareholders up to *that* time.

The directors admitted the "illegality of this very contribution" to the Railway Commissioners, in March 1847. (See their Report to Parliament).

The Act passed in August 1846 through misrepresentation, concealment of facts, and colourable majorities of shareholders, and unjustifiable means.

At the April 1847 meeting, the shareholders were asked to sanction a Bill for leave to subscribe to Irish and Welsh lines, *on faith and condition* of—1st. another "guarantee" and indemnity from the G. W. Co., of the principal and interest (*i. e.* "the same extent of guarantee as on the capital for the main line"); and 2d., an *increased interest* on their *calls* from 4 to 5 per cent.

Mr. Russell then said, "The utmost amount is 200,000 *l.* to the two Irish lines, and that on a guarantee of the G. W. R. Co.;"—"it is in the nature of a loan to that Company."

The sanction given at that meeting was not acted upon by carrying a Bill through Parliament.

In April 1847, a further sum is entered in the South Wales books as then paid to the 3 W.'s Co. of 5,600 *l.*

That does not appear in the half-yearly *printed* accounts submitted to the shareholders, until August 1848.

In *May* 1848, the S. W. shareholders were asked to sanction two Bills, one for a "subscription" to Vale of Neath, the other to 3 W.'s Co., both purporting to be for "future" subscriptions, but refused to do so on the opposition of Mr. C. Mortimer. The directors, however, procured a sanction of the Bills on the pledge and *condition, incorporated in the resolution*, "that the G. W. R. Co. were to guarantee the S. W. Co. the principal and interest." Access to that resolution has been refused, but this committee put it in evidence before Lord Shaftesbury, Session 1848.

The Bills were prosecuted through Parliament (by the gentlemen who were directors and officials of the G. W. R., S. Wales, and 3 W.'s Cos.) *without any conditions*; a *separate* Bill, to "increase the interest on calls," payable by the G. W. R. Co., was rejected after hearing one witness (Mr. C. Russell) upon it. Nevertheless, the other Bills were prosecuted and carried in June 1848, *but not including or legalising the "conditions," or the "guarantee," or the agreements between the two Boards.*

Throughout 1847-8 these subscriptions have been repeatedly represented and treated as "future" subscriptions, to assist and keep alive the Irish and Welsh Cos., yet the Irish Cos. funds show no *addition* up to this day to the number of *subscribers* which it had registered on the 21st December 1846, nor any subsequent receipt of the above 16,800 l., included in the August 1848 accounts.

It appears from Reports of this committee on the 3 W.'s Co. that only 49,811 shares, out of 100,000 (the total in that Co.) were allotted, and that the directors and officials of the three Companies referred to had above 29,000. That they afterwards signed for 14,113 and 11,200 shares, making up the 75,000 shares the total subscribers for.

That after the panic of 1845, and *down to the aforesaid December 1846*, many thousands of shares were still in the hands and names of *persons who were then directors, &c. of the 3 W.'s, the S. Wales, and the G. W. R. Companies.*

In 1846, the *bonâ fide* shareholders of the 3 W.'s repeatedly urged, and afterwards combined for a dissolution; the directors resisted it; the question was to be decided at their first ordinary meeting, on 21st *December* 1846; the *opposition were in a majority*; the directors, finding defeat certain, induced them to adjourn that meeting for two months.

The entry of date of 26 Dec. shows that the South Wales Co. paid for 11,200 shares in the 3 W.'s Co., at par, shares having for months been sold in the market for FIVE SHILLINGS each.

Other shares were bought up to a large extent by officials of the three companies; purchasers of scrip were refused registration, and original allottees registered against their will, to the extent of nearly 20,000 shares; transfers taken from the original allottees; and other iniquitous acts resorted to, to defeat the opposition. Officials of these Companies, and others, were registered and actually *hired to attend* the meetings and support the directors.

Notwithstanding these means, the directors only carried the existence of the 3 W.'s Co. by a majority of 1,620 votes, the funds of the S. W. Co. deciding the prolongation of the 3 W.'s Co. against the wishes of the general body.

In February 1849, Mr. Russell announced that the S. W. Board had an agreement with the 3 W.'s Board, that "no more calls should be made on the S. W. Co. shares, unless and until the 3 W.'s showed the means of going to Wexford."

It was *well known* before then, before the Bill of 1848 (June) passed, authorizing the expenditure of S. W. capital in this subscription, that the 3 W.'s Co. could never get half way to Wexford, and that was *admitted* by both Boards, June 1849.

These facts were withheld from Parliament and the shareholders.

Yet in June 1849, the Board of the 3 W.'s PROPOSE to (themselves as) the Board of the S. W. Co. to shorten the line to Wicklow, which cannot be of *any use* to the S. W. line, and to reduce the shares. *Thus, also, seeking to legalise and make absolute the liability of the S. W. Co. for the 11,200 (or more) shares, and destroy all the conditions on which they were taken.*

That proposal was "acceded to by the S. W. Board," and a bill is prosecuting to legalize it.

The S. W. directors make no announcement in their August (1849) Report, beyond a bare statement of the proposal. But this committee obtained from the chairman of the S. W. Co. at the August meeting, an admission that "the G. W. R. Co. will not, as guarantees, adopt the proposal." Yet directors of the 3 W.'s and S. Wales Companies, who are upon the G. W. R. Board, are prosecuting it.

This committee have, in their Reports, demonstrated that the proposal is *delusive*, and cannot be carried out to half its extent; it requires ALL the ARREARS, and all the original registered holders of 75,000 shares to pay up and concur, whereas 3-4ths of them are *gone*, and cannot do so; that the burden of carrying out the proposal will rest on the S. Wales Co., and about the same No. of shares in other hands; that the line will be *profitless, if made.*

OTHER SUBSCRIPTIONS,

Specifying those without and those in excess of legal authority, to lines which the same directors of the three Companies were connected.

b. CORK and WATERFORD Co.—4,000 shares; paid 6,000 l.; liability for 80,000 l.

This stands on same footing and under the same regulations as the 3 W.'s Co. No Act of Parliament obtained. Subscriptions paid in 1846 (January), before this Co. was incorporated.

In 1847 power asked, and Bill sanctioned for a future subscription, but not passed. The printed accounts do not exhibit this "payment" till August 1848, except in the "balance in hand."

- c. TENBY and SANDERSFOOT Co.—500 shares; paid 1,050 *l.*; liability for 10,000 *l.*
 Payments made in February and April 1846. Power taken afterwards to "purchase on lease," but not to subscribe for shares.
 Payments not disclosed in printed accounts till August 1848.
 This line is west of Swansea.
"The subscriptions to the C. and W.'s and the T. and S. were conditional on their obtaining the authority of Parliament for them. Means have been taken to suspend the works on a. b. c., so as to relieve the S. W. Co. from any future payment."—
(S. W. Co. Return, June 1849.)

- VALE OF NEATH Co.—6,389 shares; paid 38,334 *l.*; liability for 127,780 *l.*
 In 1847, February and April, the S. W. directors paid on 6,389 shares. *This payment not disclosed to the shareholders in the printed accounts.*
 In April a Bill for a future subscription was approved "to extent of 125,000 *l.*," but not passed.
 In 1848, February, at S. W. meeting, Mr. Russell said—"We cannot tell the amount yet, we shall ask you to subscribe."
 At the May S. W. meeting, to sanction a Subscription Bill for 6,389 shares, the conditions were attached as before stated; that Bill passed, empowering the S. W. Co. to "subscribe;" in future no conditions attached.

- LLYNVI VALLEY Co.—3,150 shares; paid 6,300 *l.*; liability for 63,000 *l.*
 In 1846, January, the S. W. directors paid 2 *l.* per share, or 6,300 *l.*
 "in June, power to *sell or lease* to S. W. Co. (*not subscribe*) was granted by the shareholders, and an agreement to *purchase* a portion of the line was made between the two Boards.
 Afterwards power to purchase the "Duffryn" Line for 50,000 *l.*, in shares, was taken. There seems no power "to subscribe."

- SWANSEA VALLEY R'WAY Co.—Capital 220,000 *l.*; "no shares created;" portion of line already exists.

Expenses in obtaining Act of Incorporation paid by S. W. Co., 1,257 *l.* 2 s. 6 d. and 8,000 *l.*

A sum was invested by S. W. Co. for purchase of Swansea Vale Line (part), 37,500 *l.* That appears in one of the earlier accounts, but is left out of the last half-year's printed account.

In 1847, April, an agreement to purchase, and Bill approved (for the whole), 227,000 *l.*

- LLANELLY RAILWAY and DOCK Co.

- LLYNVI VALLEY EXTENSION Co.

- GLOSTER and DEAN FOREST—4,000 shares paid 10,000 *l.*, &c.; liability 110,000 *l.*

The purchase to be 90,000 *l.* and 20,000 *l.*

Bill to purchase for 100,000 *l.* sanctioned by shareholders in 1847.

S. W. Co. became owners of part of line, to make it, in lieu of paying calls. Query, any authority to take shares?

- GLOSTER DOCK—Bill passed 1848; Capital 34,000 *l.*

- SEVERN and WYE Co.—Expenses paid by S. W. Co. 15,000 *l.*

And to pay 2,000 *l.*

In 1847, Bill passed to lease or purchase, and pay the 17,000 *l.*

* * These involve a *liability for about 900,000 l.* for lines *ultra the main lines.*

OTHER "TRANSACTIONS" WITH CAPITAL OF S. W. CO.'S DIRECTORS.

In 1845, Capital was lent on bills of exchange to extent of 17,715 *l.*

In 1845, a loan of Capital was made to R. F. Gower, director of G. W. R., S. W., 3 W.'s Co., &c., who reduced it by gradual payments.

In 1846, loan transactions with Glyn, Mills (director of all these Companies) & Co., and through them with , of 105,000 *l.*, at 2 and 2 $\frac{1}{2}$ per cent. only, till December 1848, the shareholders being oppressed with calls to make these loans, and paying 5 per cent. to the Company, money being worth in the market 7 to 12 per cent. during part of this time.

In 1846, a loan transaction with the Vale of Neath Company, for 25,000 *l.*

In 1847, January, loan from that Company to this Company, at 4 per cent., for days, this Company having their capital out on loan at 2 per cent., and the shareholders oppressed with calls.

In 1846, April, loans to G. W. R. Co., 30,000 *l.*, "per resolution of Finance Committee."

In 1847, January, further loan of 50,000 *l.*; and, in February, further loan of 40,000 *l.*

In 1847, Midsummer, a balance was due from G. W. R. to S. W. Co. of 30,175 *l.*

This is represented in accounts as if "*balance in hand.*"

In 1847, July, a further loan of 70,000 *l.*; and, in August, further loan of 50,000 *l.*

Making then outstanding on secret and illegal loans to that Company, 150,175 *l.* 6*s.* 10*d.*, of which no information was given in the printed accounts.

Calls were actually made on shareholders to make these loans at times of great depression.

In 1848, Midsr., G. W. R. is debited with 4,650 *l.* 17*s.* 6*d.* as "*interest on loans and deferred portions of calls.*"

In 1848, Decr., interest on calls in arrear from June to December, 1,771 *l.* 19*s.* 9*d.* is debited to G. W. R. Co.

In 1847, Mr. Crosthwaite, of Liverpool (G. W. R.), had loans of this Co.'s capital; and in 1847, March, he is debited with 10,000 *l.*, for which (he says) he "*deposited ample security, namely, G. W. R. shares.*" Paid off March 1848.

In 1849, Feb. 7, the Christmas accounts submitted show the balance of loans and interests as if "*balance in hand, and so throughout the accounts circulated.*"

BALANCE SHEETS AND ACCOUNTS.

Except as specified, these "*transactions,*" with the capital, in Cos. with which *the directors* were connected, do not appear in the printed accounts, so that the shareholders and the public were in ignorance of the application of their capital; and the balances every half-year, actually including, as monies in hand, the sums thus *illegally* and *secretly* disbursed and lent.

That could not have existed under a proper and *independent* management or auditorship.

The auditors were men deeply connected with the Great Western and these schemes, or some of them.

Mr. Gower, a relative and partner of Mr. Gower, director of the G. W. R., S. Wales, 3 W.'s, and other G. W. R. schemes, was appointed auditor in 1846. And Mr. A. Paull, of Leadenhall-street, a relation of the director of the S. Wales, G. W. R., 3 W.'s, and other Irish and Welsh schemes, was appointed auditor in 1846.

Mr. Thurburn, of Egypt, appointed auditor in February 1849, was a correspondent of Gower & Co., and through them got shares in many railways, including the 3 W.'s Co.

The "BALANCE" IN HAND ON LAST half-year's printed accounts	£.	s.	d.
(August 1849) is alleged as	-	-	-
	91,192	9	7

But it is thus made up and invested,

Actual cash in hand at bankers, &c.	-	-	£. 24,018	12	1
Trustees for purchase of "Swansea Vale Company"	-	-	37,300	-	-
Outstanding accounts against G. W. R. Co.	-	-	-	-	-
Interest Account	-	-	6,598	4	-
Outstanding accounts against G. W. R. Co.	-	-	-	-	-
General Account (loans and calls)	-	-	1,251	-	-
Outstanding accounts, Vale of Neath Co.	-	-	1,240	-	-
Outstanding accounts, Oxford, Worcester and Wolverhampton Co. (bal.)	-	-	11	-	-
Other Funds—private cash, &c.	-	-	226	9	11
In hand of Land Valuers, Resident Engineer, &c.	-	-	337	3	7
			£. 91,192	9	7

EXPENDITURE, &c.

A large sum has been paid in *contributions to the expenses* of other Companies, such as the "Hereford, Worcester and Gloucester Co.," the "Welsh Midland Co.," the "Great Eastern and Western Co.," the "Port Dynllaen Line," &c. Rent of Offices, 449, Strand, 350 *l.*; secretary's defalcation, &c.; cancellation of contracts for rails, 20,000 *l.*, &c. &c.

RÉSUMÉ.

When the financial situation of the G. W. R.—the difficulties in the way of perfecting the guarantees, the probable future inability of the G. W. R. to fulfil them, together with the past management of this Co.—are considered, it becomes a question with the independent S. Wales shareholders, whether they should not abandon the guarantee—look to an entire change of management—economical making, and more beneficial working—by a better union with the Northern Lines secure an identity of interest—opening up new channels of traffic and the retail trade of England for the mineral products of the Western and Welsh Lines, so long desired, by means of a uniform gauge. Considering also that several of the mineral lines in Wales are on the *national gauge*, and that the Railway Commissioners, in 1846, expressed that they were "*aware of strong arguments in favour of requiring the S. Wales Line to be on the narrow gauge; but that for the purpose of a second competing route to Ireland, it would be advisable that it should be on the exceptional gauge.*" Those reasons no longer exist, and the importance of a thorough and *uninterrupted* communication with the North must be apparent.

Submitted

Submitted by Messieurs Captain Warrington, Rev. D. Robinson, W. G. Freebody, C. E., and J. Gallini, the Committee of Shareholders on the S. W.'s Co.

By order,
52, Parliament-street, 1849, Dec.

Charles Nash, H. Sec.

Enclosure 3, in (No. 3952).

WATERFORD, WEXFORD, WICKLOW and DUBLIN RAILWAY, in connexion with the
SOUTH WALES RAILWAY.

REVISED REPLY to the DIRECTORS' REPORT.

REGISTERED SHAREHOLDERS,

I wish the subject were in better hands, but my attention to it for many months, originating the present movement, may excuse me for thus addressing you.

At your February (1849) meeting, your directors refused to face you, though in an adjoining room, with proxies sufficient to make a meeting. They withheld their report, and threatened you with the police, in a room for which you pay 500 *l.* a-year rent. The resignations of directors, including Mr. Crosthwaite, who had large loans of S. W. R. capital, is concealed.

At your August (1849) meeting, they suddenly presented a Report affecting *the whole constitution* of the Company, without a word of explanation, sought to thrust it arbitrarily upon you, two dozen persons, holding 600 shares, voting (*pro* and *con.*) upon it, out of a constituency of 1,200 persons, holding 75,000 votes. In spite of remonstrance, it was, by a minority of persons, but with votes made up of officials of the Company, illegally forced upon you, your chairman refusing to put other amendments, and having even proposed himself as judge in his own case as scrutineer. Access to the books or register, or explanations of the transactions or accounts of the Company being also refused.

That Report is before you. Do the directors speculate rightly on your credulity, your cowardice, or your indifference to moral rectitude, and your ultimate interest? Your vote at the next meeting will decide its fate.

They now, after eighteen months' resistance to *our* suggestions [to dissolve, or at least, shorten the line to six miles, and reduce the shares to 5 *l.* each, with integrity of management], feel driven to *concede* to our opposition but to a *limited* extent, and so as to confer *no real benefit upon you*; yet they force their own details upon you without observing the manly course of governing bodies, which has been to resign, when their policy has been defeated, and they submit to that of their opponents. However, *what is your condition and prospects?*

This line was originally projected as a Broad Gauge rival to the "*Chester and Holyhead*," for the traffic between London and Dublin; the *management being in Great Western and South Wales Railway Directors*, it was nipped in its birth by *jobbing*, which "allotted" only 49,000 shares out of 100,000, and in such a manner as to eclipse all known instances of jobbing on record, and included above 28,865 and 14,173 and afterwards 11,200 to the officials, &c., of the three Companies. (See *Railway Record*, January 1849, and reports in *Money Market Examiner*.)

The "Proposition" now is, to make 23½ miles out of the 160; that is, to go [Dublin *via* Kingstown (six miles) at a cost of 7,250 *l.* and 20,000 *l.*, and a rental of 34,000 *l.*] Kingstown to Bray (eight miles), at a cost of 171,000 *l.*; to Bray *Head* (three miles), cost 69,000 *l.*; and Wicklow (12½ miles), for 61,000 *l.*; *i. e.*, to make 23½ miles of new line, at an "estimated" total cost, including stations (and excluding stock), of 420,270 *l.*; therefore, "requiring now at least 354,749 *l.* (say, rather, 400,000 *l.*) more capital for works, independent of the expenses of the Company, and stock, and the Kingstown lease."

The directors propose to make the "capital" 500,000 *l.*, by reducing the shares to 50,000 of 10 *l.* each. The realisation of their "delusion" is built on the 75,186 shares (paid upon in 1845), and on the *present Share Register*, which is thus divided by the directors:—

- (a) 18,137 shares (11,200 for South Wales, and 7,000 others), who have paid all calls (3 *l.*)
- (b) 7,944 shares who have paid the first call and deposit (2 *l.*)—Arrears, 7,944 *l.*
- (c) 49,105 shares who paid deposit only of 30 *s.* in 1845.—Arrears, 73,657 *l.* 10 *s.* 6 *d.*

Making, 75,186 total shares "subscribed" in 1845–6,—and registered, 1846–9—out of 100,000 of 20 *l.* each

The directors hold out that the 7,944 and 49,105 will pay up to 3 *l.* per share on their present shares, and then, with the 18,137, come in and exchange their 20 *l.* shares for 10 *l.* shares (three old for two new), go on with the Company, and pay up 5 *l.* 10 *s.* more on each. The only deduction from the 75,186, in the directors' calculation, is for insolvents. So that, substantially, it would be necessary to realise the whole arrears, and new shares.

If b. and c. pay up their arrears of 7,944 *l.* and 73,657 *l.* 10 *s.*, then the 75,186 shares will be all on a par—to exchange for the 50,000 shares—to pay the remaining 5 *l.* 10 *s.* each, or 275,000 *l.* more capital, and thus produce in all 356,601 *l.* of total capital, or just above the directors' estimate for the line, without the rolling stock, &c. It would be necessary, therefore,

therefore, to realise the whole of these shares—(either by present holders paying up, or by confiscating defaulters' shares, and find persons to take them) pay up arrears, and willing to go on paying at least 5 l. 10 s. more per share, and all for a line to Wicklow (or Bray), and to pay the Kingstown Company double its present dividend.

I. Now the *hollow*, the *delusive* character of this "proposal" can be summed in a paragraph:—eight-tenths of those 75,000 shares are gone: your "Register" does not contain 20,000 shares in the hands of *bonâ fide*, responsible, or willing holders: when paid up 10 l. each, your shares will not be worth 10 s.—the "proposal" cannot be half carried out.

You see that one-fourth of your 100,000 shares were never taken up: and there are 50,000 out of the 75,000 (or two-thirds) *in arrear* since 1846, without an attempt to enforce their disputed liability. Even those of *a.* and *b.* who did pay the calls, did so, in many cases, in order to transfer to paupers. You dwindled down from 100,000 to 75,186; then to 26,000 (*a, b.*) paying first call; then to 18,000 (*a*) paying the second. Those include the 11,200 of the South Wales Company, who hold *secret* agreements with your directors not to pay more calls, unless in certain events. Of the 7,000 shares (part of the 18,137 paid up by 160 persons), 3,300, held by 71 persons, have been transferred lately.

What becomes of the "calculation" based on such foundations. Is it anything more than a *mockery*, a *delusion* and a *snare*, to prevent your making any effort to break up a Company, which exists only for the benefit of officials and landowners. Moreover, those 75,186 had no existence as *real* or *bonâ fide* subscribers. It is true 75,000 paid the first deposit; but how? Only 49,000 were allotted and paid up when the panic happened in 1845; after that, 11,200 were saddled (*by some means*) on the "South Wales Railway Company," AT PAR, making 60,200 shares only, 14,000 friendly signatures and deposits were added colourably, with some others, to make up your registered 75,186 of 1846-9.

Therefore, in any calculations, the following deductions must be made from those 75,186 shares, originally held by 1,200 persons:—

1. The "friendly" signatures for (1845-6) - - - - above 14,000
2. Shares (17,500) refused registration in December 1846, by the directors, and original allottees, registered hostilely, to the extent of - - - - above } 20,000
That step was too doubtful and unjustifiable to admit of your seeking any capital on those shares.
3. The shares bought up by your officials, to overpower the meetings 1846-7, besides the votes silenced under the Boswell, Perry, Boyce, Harvey, Reynolds, oppositions, &c. &c. - - - - }
These items may account for the sudden reduction from 75,000 "deposits" to 26,000 shares paying the first call? Assume 11,200 of these to have been fixed on the South Wales Company.
4. Those who transferred to paupers, &c., after the first call, say 170 } 7,500
persons holding shares - - - - - }
5. Those who transferred to paupers, &c., after paying the last call, say 80 } 3,300
persons for shares - - - - - above }
6. "Gone away," &c., 232 persons, and 40 of new men (known) [mostly in arrears also] - - - - - } 6,000
7. Known insolvents, poor, &c. (65), [in arrears] - - - - - say 3,000
8. Further shares not included in above:—held in Dublin, 2,700 shares, by 150 persons; in Clonmel, 1,000, by 44 persons; Cork, 1,000, by 22 persons; Waterford, 1,000, by 32 persons; Wexford, 420, by 24 persons; Wicklow, 365, by 15 persons; Limerick, 485, by 12 persons; Ireland, 418, by 14 persons. Of these, not 1-20th will or can pay—say a loss of 7,000 out of 7,400 shares [in arrears of calls] - - - - - } 7,000
9. Deduct those in England who cannot pay, &c.—unknown - - - - -
10. In the above are included about 20,000 shares, silenced under the Perry, Boyce, Reynolds and Harvey oppositions, some of which are still on the register, and liable to pay - - - - - }

Have you left 10,000 *bonâ fide* shares? It is true you *may*, after long litigation, realise something more from Nos. 2, 3 and 10, and may have yet the South Wales 11,200 shares; but that is doubtful. Where, then, are the 75,000—aye, or a quarter of that number, who are to be victims of this *delusion*?

Above 7,000 of those on the "register" have already expressed in favour of a *dissolution*; so that you stand in a majority, if you choose to exercise your power, treating the calls and register as illegal. The directors cannot command 2,000 *bonâ fide* votes.

II. What is your prospect of getting even to Bray? And what will it be worth if you do? You have been four years at work; spent 130,000 l., of which only 40,000 l. is on "works;" perforating two rocks (one at Killiney Head and one at Bray Head), and, instead of "six miles in hand," not made one mile of railway. To get from Kingstown to Bray (eight miles), requires the sums of 171,000 l., and (for stock, stations, and permanent way) above 100,000 l., which make 5 l. 10 s. more per share on 50,000 shares. Suppose the line can be made for the estimate (rare event in Broad Gauge annals), it will be K. to Bray Head (11 miles),

(11 miles), 240,000 *l.*, and stations, &c., 100,000 *l.* (or 81,000 *l.* per mile), besides stock, &c. Moreover, you have to encounter a claim by the scrip-holders for the portion of their deposit, most unjustifiably confiscated to the extent of 25,000 *l.*, and to make a dock at Bray, &c.

III. What can be the utility of going to *Wicklow*, unless to please the *landowners and officials*? The traffic (hams and lambs) with that starving and decaying district *Wicklow*, scarcely maintains a conveyance on the road. Yet you are to go through rocks, to fishing villages, between the mountains and the sea. The London, Welsh, Waterford, Wexford and Dublin traffic is gone, and yet you are asked to sink 420,000 *l.* on the Wicklow mountains and landlords, a pretext for keeping up an expensive staff and establishment in London and Ireland.* Even the line made half-way from Dublin to Wexford, *vid* Carlow, will not go further, though the stream of traffic is inland.

IV. If you go to "*Wicklow*," you have to take the *Kingstown* and *Dalkey* lines. Already you have paid that Company 7,250 *l.* for "expenses;" you are to alter their gauge for eight miles, take their rolling stock, &c. (cost 40,000 *l.*), and pay them 34,000 *l.* a-year, and half your gross receipts of their line, above 55,000 *l.* a-year; and we know not what else, for the agreement is concealed. The traffic of that line is 1,000 *l.* a-week; the working expenses, about 66 per cent.; so that you have left 340 *l.* a-week, or say 18,000 *l.* a-year, to meet your rental of 34,000 *l.*, &c. &c. The *Kingstown* Company, to preserve their own line as an entrance into Dublin, got an Act to go to Bray, and might be induced to buy your powers and works.

Ponder well over these hints, and then take the *South Wales Company's* subscription as an illustration of the "integrity" of your "management," in which the same men direct the different Companies.

V. In 1845, we were amused with "a lease of our line to our allies, the Great Western and the South Wales Companies;" in 1846, with their taking "half a million of our capital" (25,000 shares). In 1847-8, that was brought down to 12,500, and we were told that though shares could be had, and were offered to them, for *nil*, yet, "to assist us, they would take them at par," and had actually paid us deposits of 2 *l.* on them. Each statement, "*answered its purpose*;" but what is the fact? That this pretended "subscription" was, in May 1848, sanctioned by the South Wales shareholders, on condition of an indemnity of the *Great Western Railway Company*, for principal and interest; but not yet legalised, if given. We never got any additional subscribers to those we had in 1845-6; so that if they were paid at all, it was at that time, and only on 11,200 shares; yet, on the faith of 12,500, that Company nominates a majority of your Board. Moreover, there were *secret* understandings, "guaranteeing that Company from future subscriptions to this, unless we showed them that we could go to *Wexford*" (an inability well known when the Act was applied for). These were admitted by Mr. C. Russell, at the public meeting of February 1849; and on the faith of them the South Wales shareholders did not oppose "the last" 1 *l.* a share on 11,200, as a "last payment." In June, that statement was repeated by the South Wales ex-secretary.

In August (1849 report) we are told that another *secret* understanding is to be come to between the two Boards (*the same men being on each*), by means of a letter from its secretary, who is now invisible, for mulcting the South Wales Company of an *absolute subscription* to our line, for the 11,200 shares, and that the S. W. Board approve of the proposal of the S. W.'s Board; but the G. W. R., as guarantees, refuse it; yet this Company intends to proceed to Parliament to legalise this "proposal."

VI. Look into your *internal management*—1,000 *l.* a-year to directors; 1,000 *l.* a-year to secretary, voted and retained in opposition to wishes of shareholders; 600 *l.* a-year rent for the establishment, 449, Strand; 150 *l.* a-year rent of secretary's mansion, &c., at *Kingstown*; 30 *l.* for Sir T. Esmonde's yearly travelling expenses to England, in the season; 700 *l.* a-year to resident engineer; 500 *l.* a-year to London Engineers; besides London and Dublin lawyers and officers.

VII. Their alleged "*balances in hand*," for years, have been *fictitious*. The greater part have been on secret and illegal loans to others, especially to the Great Western Railway Company, who still hold your capital, unknown to you, and at times when you were oppressed with calls, as detailed in former Report.

These are some of the acts which you tolerate, and which they ask to legalise and sanction.

Your works and Act of Parliament must be worth something to sell. The general feeling is to wind-up; but if you go on, what will be the result, with proceedings unparalleled in the history of railway enormities, with an expensive staff, dilatory law suits, parliamentary contests, to decide on this second delusion.

If the present opponents stop in their opposition for want of sufficient support, then "no quarter" would be shown; original allottees, directors' friends, and all others will be made to pay up, or fight single-handed. Finally, what will be the worth of the scheme, when all the capital is paid up? The shares will be worth as many shillings as there will be pounds paid. Do not calculate on lying by and benefitting without uniting. Whilst "protesting against the calls, the share register, the S. W. subscription, the board of directors, &c., as being,

* Skirting Wicklow county sea-shore, you are to serve the following important towns and populations:—Bray, 3,169; Delgany, 201; Killikenny, 179; Enniskerry, 448; Kilcool, 296; Downs, 172; Newcastle, 196; Newtown M'Kennedy, 823; Ballinalla, 336; Rathnew, 118; Wicklow, 2,771.

being, like the Act of Parliament, void," and doing nothing to admit or adopt them, or any liability, you can, by union, without risk or liability, ensure a certain victory; the power is in your own hands. You are a numerical majority, *if you choose to exercise it, and, at least, secure the management of your own affairs.* 1st., By the South Wales Company refusing to go on with this Company; 2d, Amicably, by the directors manfully promoting a dissolution, and meeting you to discuss; or, 3d, Hostilely, to enforce a dissolution and investigation, concentrate shares and votes, obtain a majority, and, by requisition and meetings, direct the management, &c. Those require no liability or outlay. 4th, Stop all actions for calls, as the committee have, until one be decided; *and unite to try that one, at a trifling contribution.* *Strengthen those who resist the directors' acts,* and seek for relief at law and in Parliament.

Charles Nash.

1849, 52, Parliament-street, where petitions and requisitions lie for signature.

Submitted by the Shareholders' Committee, to the shareholders, under protest, and denying all liability.

Office of Commissioners of Railways, Whitehall,

26 December 1849.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 24th instant, &c. &c.

I have, &c.

(signed) G. Godolphin Osborne,
Ass. Sec.

Messrs. Lewis & Nash.

(No. 28.)

Sir,

52, Parliament-street, 3 January 1850.

WE have, on behalf of the Committee and a numerous body of shareholders in the Waterford, Wexford, Wicklow and Dublin Railway Company, to draw the attention of the Commissioners of Railways to two Bills introduced into Parliament, in the name of the Dundrum Railway Company, empowering that Company to proceed with their line, and reviving their powers, and also enabling them to amalgamate with, or purchase the Waterford, Wexford, Wicklow and Dublin Railway Company.

And another Bill has been introduced by the Board of the Waterford, &c. Railway Company, to authorize them to stop their line at Wicklow, and not to call up more than 10*l.* per share, without the sanction of a majority of a general meeting of shareholders for such purpose.

The important nature of these Bills, the state of each Company, as already laid before the Commissioners by shareholders and landowners, the notorious delinquencies in each, are so great and patent, that the shareholders and others interested in the Waterford, &c. Company, whom we represent, are anxious to have the subject and the affairs of both Companies considered by the Commissioners, and the Bills in question drawn to the attention of Parliament by the Commissioners.

We have also to enclose Reports of the Committees as to the Waterford, &c. Company, which will demonstrate the further frauds and impositions sought to be imposed on the Legislature by means of those Bills, and which can only be efficiently brought to its attention by the Commissioners.

We have, &c.

(signed) Lewis & Nash.

Captain Harness, R. E.
Secretary, &c. &c.

Enclosure

Enclosure 1, in (No. 28.)

WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY, in connexion with the
GREAT WESTERN and SOUTH WALES COMPANIES.

ABSTRACT REPORT OF THE SECOND COMMITTEE OF INVESTIGATION, &c., appointed at the General Meeting, 24th February 1849, in connexion with the Investigation Committee appointed at the Special Meeting, May 1848, whose Report was read at the August, 1848, Meeting, by Mr. Nash.

1. Attention is solicited to the *extraordinary* course taken by the directors and secretary at their last half-yearly meeting (24th February 1849), in not meeting the shareholders, and in *suppressing their report*, printed copies of which had been sent to, and were on that day in Ireland, yet were withheld from the London applicants during the ten succeeding days. The shareholders may not be aware that at the half-yearly meetings they are entitled to pursue certain steps, explanations and inspections; and the directors knew that those steps would be pursued respecting the lending the capital of this Company, the South Wales Company's subscription, the Great Western guarantee, the legality of the calls, the shareholders' register, the rights of the scripholders, the excessive expenses, the conduct of the directors, &c. &c.

Looking to the real state of the affairs of this Company, it was, of course, expedient for the *directors, who are, unfortunately, directors of the other Companies*, to avoid those subjects on the eve of the South Wales meeting; they *were in the building*; our *secretary had obtained and held proxies* enough to constitute a full meeting; they kept back several shareholders, and *refused to face those who remained*.

SHARE JOBBING.

2. This line was projected in 1845, by the directors of the South Wales, Great Western, and some Irish Companies and Irish landowners. The capital was to be 100,000 shares, of 20*l.* each, making two millions; deposit 30*s.*, or 150,000*l.* Some of the managers, provisional committee, directors, allotment committee, &c., were *the same persons as on the South Wales, Great Western, and South Devon Companies*, and they made the *allotments* of shares, *five months before the panic*, as follows (in round numbers):—

- 8,000 to themselves—*directors* of the three connected Companies.
 - 3,000 to their *co-directors* and officials.
 - 10,000 (above) to persons *known* to be *friends* of directors of the three Companies.
 - 5,720 to *secretaries and officials* of the G. W. R. Company (besides 4,380 to directors).
 - 5,430 to *solicitors and agents* of the three Companies, and *their clerks*.
 - 5,800 to *members* of Parliament, &c. (besides 4,300 to M. P.'s, included above as directors.).
 - 900 to members of the *press*, under G. W. R. influence.
-
- 38,850 (above), being two-thirds of the *real allotments*, not *bonâ fide* issued to the public; 8,970 of these were not taken up by the *original* "allottees," most of the *defaulters being the provisional committee, the G. W. R. and South Wales party*.
-
- 9,000 (less than), being one-eleventh only of the *total* shares, were issued to *the public* (including more friends of the directors), making—
-
- 47,850 really issued and allotted, June 1845, out of 100,000 shares; or *less than half*, and an *admitted reserve* of above 52,000 shares.

(The details of these have appeared in the *Railway Record* and *Railway Times* of November and December 1848.)

3. Advertisements were put forth, that "the allotments had been made, the applications had exceeded the prescribed number of shares 100,000." This sent the scrip up to a premium for some months; the panic suddenly arose, and instead of the premium increasing as *the directors speculated upon, the scrip fell to discount*.

The proper course then was to stop the Company, and wind up, and communicate the facts to the shareholders.

The directors, *also being directors* of the South Wales Company, having thousands of shares on hand, concealed the true state of affairs from the shareholders, and must then have formed the *design* to throw their shares on the *corporate* funds of "the South Wales Company;" they proceeded for incorporation, against the wishes of *nearly all the bonâ fide* holders.

4. The "*subscription contract*" had not the required number of signatures (75,000 shares, being three-fourths). After the panic, and in January and February 1846, they added pretended subscriptions and deposits, by directors and officials of the three Companies, for 15,750 shares, as taken at *par, then!* making, with the preceding 47,850, only 63,600 shares taken up.—(List A.)

This circumstance was concealed from the shareholders; the books were held by the officials of the three Companies.

5. In June 1846, the directors returned to Parliament that the "*total shares issued*, and
71. D paying

paying deposits, during the preceding 12 months, were only 63,601," producing only 95,400*l.*

6. The "Parliamentary deposit" alone required 150,000*l.*, independent of the expenses.

The shareholders were refused information on these points, or access to the documents; they were officially told that "the deposit had been made, and were congratulated on their affairs."

7. To June 1846, the directors had received	-	-	-	-	£.95,400 deposits
They had expended up to February	-	-	-	-	12,425 expenses.
Which left towards the deposit (150,000 <i>l.</i>), and future					
expenses	-	-	-	-	£.83,000 only

Concealing these facts from the shareholders, the directors borrowed from the Kingstown Company, the Oxford, Worcester and Wolverhampton Company, and the Great Western Company, 30,000*l.*, at interest; out of which they made the deposit in the *Commons* of five per cent., or 75,000*l.*

8. They had to borrow further capital to make the *House of Lords'* deposit of 10 per cent., or 150,000*l.*

9. "Congratulating the shareholders on the deposits being made," and withholding information on these facts, using the *fictitious subscriptions* to carry the majority at the "*Wharnccliffe*" meeting, evading, by these means, the *Parliamentary regulations*, creating a *fictitious capital*, the Act of Incorporation was obtained Sess. 1846.

Such proceedings called forth, at this early stage, from an Irish lawyer, afterwards a supporter of the directors, this public remark:—"Those *MAMMOTS OF RAILWAY JOBBING*, the *G. W. R. directors*, overshot the mark, and by their too great rapacity and cunning, opened a door to the shareholders for redress."

The directors, the same persons on the three Companies, at the meetings in 1846, ventured to say that there had been no fictitious signatures or payers; that the affairs "of no other *G. W. scheme* had been administered with greater integrity."

10. It was always, from 1845, pretended that the *South Wales Company* would take largely. In 1848, an Act was passed for a reduced subscription by that Company, and it afterwards paid 22,400*l.* for same, or 2*l.* on 11,200 shares, as hereafter detailed; but *no addition was made to our shares or capital in consequence*; nor have we had that money. It also appears that their 11,200 shares are clogged with a *condition* as to future calls, to which we shall advert presently, and which destroys the validity of the subscription. Individual directors of the *South Wales Company* took allotments in *their own names* in June 1845, and, it is admitted, used the funds of the *South Wales Company* to help their speculations, privately and unknown to the shareholders. *After the panic*, and when shares were to be had for nothing, they sought to throw shares on the corporate funds of the *South Wales Company* (of which, unfortunately for both Companies, they were also directors); in 1848 they threw the 11,200 on that Company, and that Company parted with the funds, but not to this Company.

11. In 1846, *bonâ fide* shareholders coalesced for a *dissolution*; the directors of the three Companies had still on hand thousands of shares not yet transferred to the corporate funds of "the *South Wales Company*," and resisted the winding-up of the Company. They had received back the Parliamentary deposits, and lent 50,000*l.* of it to themselves.

12. The *opposition* had a majority of votes in hand; the directors had called on "scrip-holders to register"; yet, after 11 weeks' delay, refused to register purchasers of scrip, by which means they sought to destroy many thousand votes in the hands of the opposition!! They did register those friendly to themselves, or who could "get (as they were told to do) the interest of a director."

13. At the first half-yearly meeting, in December 1846, the directors procured an adjournment of the question, to negotiate terms.

14. It then appeared, from their own accounts, that they had only, in 1½ years, obtained subscriptions (*bonâ fide and collusive*) for three-fourths (112,000*l.*, or 75,000 shares), whereas they could not proceed with their line "until the whole capital was, *bonâ fide* and unconditionally, subscribed for," according to the Consolidation Acts of 1845; no increase of subscribers appears up to February 1849, when the accounts exhibit the same 75,000 deposits.

15. After the meeting in December 1846, the Irish leaders of the opposition negotiated a sale of 12,000 out of the 17,500 votes on scrip refused registration; that negotiation broke off in January, and the directors and officials of this Company continued their proceedings to obtain a majority by most flagrant means.

16. During that postponement, the capital and officials were employed in buying up votes, shares and transfers, to the extent of some hundreds; solvent holders were persuaded to part with their shares; original allottees were registered against their will, and transfers taken; purchasers of scrip were registered if they supported the directors; proxies and votes were procured, to be withdrawn from the opposition; shares were distributed among the directors and officials of the three connected companies; proposals made to persons to register and vote with the directors on an indemnity; the Company's lawyers gave personal indemnities;

indemnities; agents were despatched to Ireland to canvass for shares and votes; finally, *purchasers* of 17,500 scrip were refused registration, *their property and deposits illegally confiscated, and votes destroyed*. The registry was formed contrary to good faith, and included the 15,750 colourable, and 11,200 South Wales shares, at least.

17. By such iniquitous proceedings, and uses of the capital, the directors succeeded in continuing the Company, and defeating, by a small majority, the opposition of the *bonâ fide* holders, at the adjourned meeting, in February 1847.

They refused any list of the allotments, scrip, register of shareholders, &c., and finally voted themselves 1,000 l. a year, and their secretary 1,000 l. a year, nominated their own friends as auditors, &c.

18. *Sir Robert Peel's* remarks, in 1846, have significant application:—"If it should appear that provisional committees or directors traffic in shares, in order to overpower the sense of shareholders at any meeting; if undue means are resorted to for the purpose of counter-acting the intention of Parliament with respect to Railway Bills, I do not believe such parties will be exempt from Parliamentary inquiry and censure; and it will be the duty of Parliament and the press to expose their transactions, and lay them before the world."

19. The directors were unable to proceed with the Company for want of the *full* subscription. In 1847, they applied to Parliament for permission to go on with three-fourths of their line, "when they had obtained a subscription of three-fourths of the capital, or 75,000 shares."

20. The *bonâ fide* shareholders again opposed in the Commons; but the directors objecting to any investigation, the shareholders were not heard by the Committee, Group 42, whose Report of 10th of May 1847, states, as referred to them, "Three petitions from certain shareholders, alleging improper and irregular practices on the part of the directors; that at the time the subscription contracts of the said Company were deposited, a considerable portion of the money required to be subscribed, had not been so subscribed; that the promoters of the said Railway had prevailed upon certain persons to execute the subscription contract, undertaking that payment of their subscriptions should not be enforced; that imposition had been attempted to be practised on the *bonâ fide* shareholders; that the subscription contract has not yet been completed." The Committee decided that shareholders "had not a *locus standi*." The Irish leaders of the opposition were afterwards settled with.

21. The Act passed. Instead of obtaining new subscriptions for the altered scheme, the directors used the old deposits without obtaining the individual consent of each subscriber. *Reverting to the S. W. Co.:*—

22. In 1845, directors of the South Wales Company *allotted to themselves* thousands of shares in the Waterford Company, whilst they had them on hand, instead of a rise in the premium; the panic followed. After the panic, the South Wales shareholders, at their meetings in 1846 and 1847, were informed by their directors (who, it must be remembered, were directors of both Companies—the *same persons*) that "the South Wales Company must take shares in the Waterford Company; that the Irish line was essential to the South Wales Company; that they must contribute to its capital to keep it alive, to keep its works in progress; that they must take the shares *at par*," though paid-up shares could then be had in the market for nothing.

23. In the *Railway Commissioners' Report*, 1847, Railway Bills, xiii., p. 13, it is said, "The Commissioners have received a memorial from the Kingstown Railway Company, in which they complain that the South Wales Company have, without legal authority, subscribed a considerable sum to the Waterford, &c., Railway. The South Wales Company admit that such is the fact, and that in so acting, they have exceeded the powers of their Act."

This was also unknown to the shareholders, and without their consent or control.

24. This was in February 1847. In 1847 and 1848, the South Wales shareholders were asked by their directors to "subscribe for 25,000 shares (500,000 l.) to the Waterford, &c. Company, as a *future subscription*, expressly to benefit the Irish Company, and keep it alive, under a guarantee from the Great Western Railway Company to the South Wales Company, of the advance and interest at five per cent." The South Wales shareholders sanctioned it.

25. It was *never communicated* to them, and they had no means of knowing, that any capital had been already taken, or that the capital to be applied for shares *at par*, was to go into the pockets of the *individual* directors, to *relieve them of their shares*.

26. The facts were *also concealed* from the Great Western shareholders, who have never been asked to *legalize the condition* attached to the subscription, *nor has Parliament*.

27. In January 1848, announcements were put forward, that the "Parliamentary deposit of 10 per cent. on 12,500 shares (250,000 l.) subscribed to the Waterford, &c. Company by the South Wales Company, was lodged, and that the Bill to legalize this subscription is promoted this year."

28. Subscription contracts were lodged for same, signed by *individual directors*, professing to *pay down 2 l.* per share, when shares could be had in the market for nothing! Also

covenanting with two clerks of the Great Western Railway Depôt, 449, Strand, to pay up the rest!—(B.)

29. The Bill introduced was to authorize a "future subscription" to the extent of 12,500 shares," by "the South Wales Company." No mention was made of the proposed "guarantee," nor of any other condition.

30. The directors of both Companies publicly stated "our subscription is to be 11,200 shares, which we "wish to take to *assist the Company in going on.*"

31. The Bill passed, with power to the South Wales Company to nominate *permanently* a *majority* of the directors in the Waterford Company!

32. In the succeeding June 1848 accounts of the South Wales Company, a "payment" is entered "of 22,400 *l.* to the Waterford Company," and monies to the "Cork and Waterford" and other Companies, under similar circumstances.

33. No part of this sum has, up to *this moment*, found its way into the coffers of the Waterford, &c. Company, whose unallotted shares, deposits and subscribed capital, are of the *same amount* as they were certified to be in 1846.

Access to the accounts and share transactions have been required, but refused.

The shareholders have been entirely misled as to this money going to relieve individual shareholders of shares already taken in 1845 and 1846.

34. Moreover, it has been concealed from the shareholders and Parliament, until March 1849, that there was a *private agreement* between the directors of the South Wales Company and the *same persons* as directors of the Waterford Company, that the South Wales subscription was subject to another *condition*, destructive in its effects, as regards any future calls or payment of capital, beyond the amount which the individual directors had paid, or were liable to pay, on the same shares; in effect, to relieve them of the shares at par and existing calls, and as to the future, to prevent any more capital being called up upon them; the agreement and condition being, "that no more calls were to be made upon them until the Waterford Company shewed the means to make the line to *Wexford*, and that the subscription was upon the condition of a line from Dublin to *Wexford*!"

35. For years it has been notorious that, through the share-jobbing and deceptions, and concealment of facts, this Company could never raise capital to make one-third of the line to *Wexford*; the *condition* virtually destroys the subscription, from which this Company receives no benefit; yet "the South Wales Company permanently nominate a majority" of the Board! Such a deception on the shareholders and Parliament cannot but be destructive of all confidence, and of all that has been done by the directors, of their powers, of the legality of their acts, if not of the legality of the calls, and the liability of the shareholders. The *legality* of such a condition is an important consideration; it never received your or Parliamentary sanction, and has serious operation on your interests and liabilities—if it exists.

36. The shareholders have no management or control, the facts have been concealed from them and from Parliament, deceptions practised upon both, and access refused to any documents or books, except the *formal* ones, which afford no *real insight* into the transactions, and are *inaccurately* kept.

37. The half-yearly meetings are equally inefficient for such purposes; directors *command* the majority of such meetings, in such a way as to *defeat* opposing shareholders, as the transactions of the Waterford and Dublin Company amply illustrate.

LENDING CAPITAL.

38. The directors of the three Companies, after obtaining the Act in 1846, received back the Parliamentary deposits, and lent above 50,000 *l.* to the Great Western Company, *illegally and secretly*, without the knowledge or sanction of the shareholders of either Company, at a less rate of interest than they could get it in the market.

39. The directors' accounts for December 1846, allege that they had 73,000 *l.* "balance in hand;" they refused to tell where it was; it was not until 1848 that the discovery was made of directors of one Company lending to themselves as directors of another Company!

40. In February 1847, with that "balance in hand," and at a time of great pressure, the directors *called up* more capital, 10 *s.* per share, and then *actually lent* another 10,000 *l.* to the same Railway Company, secretly, illegally, contrary to the Act of Parliament, unknown to the shareholders, who had no access to the documents or facts, or could not understand them if they had had access.

41. In March 1848, more *capital was called up* (during the commercial pressure), though at that time upwards of 43,000 *l.* capital was lent to another Company.

42. In every half-yearly account, from December 1846 to February 1849, the directors have always alleged these loans as "balance in hand;" have refused to tell how or where invested.

The *last* account states the "balance in hand" at 13,000 *l.*, whereas 11,000 *l.* of that were then on illegal loans.

43. *The interest on these loans* has been suffered to be greatly in arrear; yet the shareholders have no means of interference, unless official supervision be established.

44. *Shareholders* have been required to pay *interest on their calls* in arrear; the directors, when in arrear of their calls, have not paid interest.

EXPENSES.

45. The shareholders have much reason to complain of their amount, which includes, yearly white-bait dinners at Greenwich, &c. &c.

Any attempt at the half-yearly meetings to lessen expenses has been met by the objection, that the subject was not before the meeting, and could not be entertained!!

Referring only to the "*office expenses*," they include 1,000*l.* a-year to directors, 1,000*l.* a year to the secretary, 500*l.* a year to London engineer, hundreds yearly for travelling expenses of secretary, solicitors, directors, &c., to and from London, 500*l.* a year contribution for G. W. R. offices, &c., 449, Strand, 50*l.* half-yearly towards "*office expenses*" there, 140*l.* a year for house and offices at Sloperston, besides office expenses, furniture, painting, fittings-up, &c., 40*l.* to auditors (G. W. R.), 27*l.* "*quantum of half-yearly white-bait dinners at Greenwich*," 34*l.* 14*s.* to "*Sir T. Esmonde for travelling expenses from Ireland to July half-yearly meeting*."

The *earlier books* are not allowed to be seen, and we are unable to go back into the heavier items; access to the register and other books, papers, and vouchers, to which we *are entitled*, has been refused, and the last half-yearly meeting avoided by the directors, and baffling the shareholders on those points also.

PRESENT AND FUTURE POSITION OF THE COMPANY.

46. The total deposit on first call credited is on 75,186 shares, or 112,779*l.*; the second call of 10*s.*, February 1847, on 25,500 shares, included the South Wales Company's alleged 11,200 shares; the third call, March 1848, was paid on only 6,469 shares (the South Wales Company, 11,200*l.*, 12 months in arrear, not yet paid), making total calls paid up, 132,000*l.* and 11,200*l.* more in expectancy. Many of the defaulters are *directors of the three Companies and their friends*. Many hundreds of these payers were for the mere purpose of transferring to paupers, and getting rid of the concern. Of the 25,000 shares, held in 1845-6, in Ireland, 19-20ths are gone, by sale, buying up, insolvency, &c. *Some hundreds of responsible holders resist the calls on the ground of their illegality, and the conduct of the directors of the three Companies, and the rights of the scripholders.* The original total of 75,000 holders is also reduced by the 15,750 fictitious, the 1,200 bought up, the 11,200 South Wales, the thousands of disputed registers, thousands of pauper transfers, &c. &c., so that *very few* thousands of holders remain able to pay, if willing, and *on whom the burden of making the line will rest if they wish to go on*, or if *compellable* by the landowners, public, or the directors to do so, the directors and friends do not hold a thousand shares now.

47. We divide the line into four Sections:—1. Dublin to Bray (*via* Kingstown Company's line), and Bray to Wicklow. 2. Wicklow to Scarawalsh Bridge and Enniscorthy. 3. Scarawalsh to Enniscorthy and Wexford. 4. Enniscorthy and Wexford to Waterford (suspended). Each was *estimated* to cost a quarter of a million each (total 160 miles.) We have *power* to make a separate line from Bray to Dundrum and Dublin, independent of the Kingstown Company's line. They have *power* to come to Bray, if we do not make that portion. The Dundrum Company has *power* to go from Dublin to Dundrum half-way between Bray and Dublin); we have *power* to make our line up to Dundrum, run over theirs and go from Bray to Dublin if they do not. The Kingstown Company has also power to make the Dundrum line if the other Companies do not; that line is *inland*; it would shorten the distance; Dublin to Bray, 3½ miles, cost 100,000*l.*

48. SECTION 1. Is partly done, Bray to Kingstown; it is the *heaviest part of the line*. The lease of the "Kingstown Company's" line (6 miles) can only be taken by us if we *complete to Wicklow*. The rent of it is to be 34,000*l.* per year, and *surplus profits*; its receipts are now 600*l.* to 850*l.*, and may be about 1,000*l.* a week, its working expenses 66 per cent., which would leave 20,000*l.* per year towards the rental, if the earnings increase to 1,000*l.* a week; by *this* entrance to Dublin we shall lose considerably. We have also paid 7,250*l.* to the Kingstown Company, *buying off their opposition in Parliament*, and 75,000*l.* are required for alterations, &c., under the Acts of 1847 and 1848.

49. Our line, Kingstown Junction to Bray, has been *estimated* at 25,000*l.* to 30,000*l.* per mile; say seven miles, at 30,000*l.*, would cost 210,000*l.*; at 25,000*l.*, would cost 175,000*l.* We have spent on that section, to 31st December 1848 (according to the withheld accounts of February 1849), works, land, wages, engineers, &c., about 48,000*l.* We had only 13,870*l.* in hand, out of 132,000*l.* capital paid up. More than 100,000*l.* is required for *that portion*, besides 100,000*l.* for carrying stock, &c.

50. Bray to Wicklow, 17 miles, has been estimated to cost 15,000*l.* to 20,000*l.* per mile, or 255,000*l.* to 340,000*l.* Then the Kingstown lease *could be taken* by us, or we might get into Dublin by a separate line, or by the Dundrum Company's line.

51. The line from Scarawalsh Bridge to Enniscorthy and Wexford can be made by the Irish South Eastern Company if this Company does not; we have running powers, that would open up the inland communication to Carlow, &c., but not our coast line, *designed* and paraded for a "through route between London and Dublin, in 13 hours, in competition with the *Holyhead route*," which accomplishes it in less time.

FUTURE CAPITAL.

52. £. 3 per share has been paid up; 17*l.* remain: if the whole were called up, it would not, in the *present state of our affairs* and want of *confidence*, be paid by even 5,000 holders. Confidence, and a *change of management*, in the system and the persons, a revision of their proceedings, might produce calls to the extent of 20,000 shares, but it is believed, not otherwise, nor more. And there are not that number of *bond fide* or responsible shareholders on the register.

53. Moreover, the funds of this Company and the directors will be held responsible by the *scripholders* for the *illegal confiscation* of their deposits, exceeding 30,000 *l.*, besides *litigation*, with registered allottees and shareholders, as to the *legality of the calls*. Mr. Nash, for a number of associated shareholders, *twelve months since*, offered to the directors to contest those points in *one action*, which would guide all the shareholders.

54. The shortest course would be to *dissolve the Company*, sell the works (still holding the directors responsible for their flagrant proceedings), or make the *first section* of the line only, work it, lease, or sell it to another Company.

CONTINUANCE OF COMPANY.

55. If the Company were placed in independent hands, the true state of their affairs disclosed, *rigid economy* observed, a thorough revision of the management and establishment, and of the shareholders' register, a division of the shares into quarters or thirds, adapted to *each* section of the line, with an *option* to each shareholder of going on beyond Bray or Wicklow, if *he* pleased to carry out more, an equitable arrangement with the landholders, enough capital might be obtained for the first section; an arrangement with *scripholders* as to their forfeited deposits, and the inducing them to take up quarter or third shares, crediting the 30*s.* paid with preference interest on the rest, or some other equitable arrangements, so as to obtain confidence (instead of litigation as to the calls and past transactions of the South Wales Company), would be desirable. Otherwise, shareholders and scripholders can only (acting on legal advice) contest the directors' proceedings, take every means of resisting them, and bringing them to the tribunal of public opinion as to their conduct, and by means of association, and trying one action, benefit the whole body, or dissolve the Company.

Counsel's opinion confirms the views before expressed, that, if the frauds be established to the satisfaction of a jury, and have not been adopted, each shareholder and scripholder can recover back his deposits, and be relieved from future calls.

The Committee of Shareholders,

Captain Warrington, Rev. D. Robinson, and Mr. Nash.

52, Parliament-street, March 1849.

Enclosure 2, in (No. 28.)

WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY, in connexion with the
SOUTH WALES RAILWAY.

REVISED REPLY to the DIRECTORS' REPORT.

Registered Shareholders,

I wish the subject were in better hands; but my attention to it for many months, originating the present movement, may excuse me for thus addressing you.

At your February (1849) meeting your directors refused to face you, though in an adjoining room, with proxies sufficient to make a meeting. They withheld their report, and threatened you with the police, in a room for which you pay 500 *l.* a year rent. The resignations of directors, including Mr. Crossthwaite, who had large loans of S. W. R. capital, is concealed.

At your August (1849) meeting they suddenly presented a report, affecting the *whole constitution* of the Company, without a word of explanation; sought to thrust it arbitrarily upon you—two dozen persons, holding 600 shares, voting (*pro* and *con*) upon it, out of a constituency of 1,200 persons, holding 75,000 votes. In spite of remonstrance, it was, by a minority of persons, but with votes made up of officials of the Company, illegally forced upon you, your chairman refusing to put other amendments, and having even

even proposed himself as judge in his own case, as scrutineer ! Access to the books or register, or explanations of the transactions or accounts of the Company, being also refused.

That report is before you. Do the directors speculate rightly on your credulity, your cowardice, or your indifference to moral rectitude, and your ultimate interest ? Your vote at the next meeting will decide its fate.

They now, after 18 months' resistance to *our* suggestions—[to dissolve, or, at least, shorten the line to six miles, and reduce the shares to 5 *l.* each, with integrity of management]—feel driven to *concede* to our opposition but to a *limited* extent, and so as to confer *no real benefit upon you* ; yet they force their own details upon you without observing the manly course of governing bodies, which has been to resign when their policy has been defeated, and they submit to that of their opponents. However, *what is your condition and prospects ?*

This line was originally projected as a broad gauge rival to the "*Chester and Holyhead*," for the traffic between London and Dublin ; the *management being in Great Western and South Wales Railway directors*. It was nipped in its birth by *jobbing*, which "allotted" only 49,000 shares out of 100,000, and in such a manner as to eclipse all known instances of jobbing on record, and included above 28,865 and 14,173, and afterwards 11,200 to the officials, &c. of the three Companies. (See *Railway Record*, January 1849, and reports in *Money Market Examiner*.)

The "proposition" now is, to make 23½ miles out of the 160—that is, to go [Dublin *via* Kingstown (6 miles), at a cost of 7,250 *l.* and 20,000 *l.*, and a rental of 34,000 *l.*]—Kingstown to Bray (8 miles), at a cost of 171,000 *l.* ;—to Bray Head (3 miles), cost 69,000 *l.* ;—and Wicklow (12½ miles), for 61,000 *l.*—*i. e.*, to make 23½ miles of new line, at an "estimated" total cost, including stations (and excluding stock), of 420,270 *l.*,—therefore "requiring now at least 354,749 *l.*" (say, rather, 400,000 *l.*) more capital for works—independent of the expenses of the Company and stock, and the Kingstown lease.

The directors propose to make the "capital" 500,000 *l.*, by reducing the shares to 50,000 of 10 *l.* each. The realisation of their "delusion" is built on the 75,186 shares (paid upon in 1845), and on the *present share register*, which is thus divided by the directors—

- (a) 18,137 shares (11,200 for South Wales and 7,000 others) who have paid all calls (3*l.*).
- (b) 7,944 shares who have paid the first call and deposit (2 *l.*)—Arrears, 7,944 *l.*
- (c) 49,105 shares who paid deposit only of 30 *s.* in 1845.—Arrears, 73,657 *l.* 10 *s.* 6*d.*

Making 75,186 total shares "subscribed" in 1845-6,—and registered, 1846-9—out of 100,000 of 20 *l.* each.

The directors hold out, that the 7,944 and 49,105 will pay up to 3 *l.* per share on their present shares, and then, with the 18,137, come in and exchange their 20 *l.* shares for 10 *l.* shares (three old for two new), go on with the Company, and pay up 5 *l.* 10 *s.* more on each ! The only deduction from the 75,186 in the directors' calculation is for insolvents ! So that, substantially, it would be necessary to realize the whole arrears and new shares.

If b. and c. pay up their arrears of 7,944 *l.* and 73,657 *l.* 10 *s.*, then the 75,186 shares will be all on a par—to exchange for the 50,000 shares—to pay the remaining 5 *l.* 10 *s.* each, or 275,000 *l.* more capital,—and thus produce in all 356,601 *l.* of total capital, or just above the directors' estimate for the line, without the rolling stock, &c. It would be necessary, therefore, to realize the whole of these shares—(either by present holders paying up, or by confiscating defaulters' shares, and find persons to take them) pay up arrears—and willing to go on *paying at least* 5 *l.* 10 *s.* more per share ! and all for a line to Wicklow (or Bray), and to pay the Kingstown Company double its present dividend.

I. Now the *hollow*, the *delusive* character of *this* "proposal" can be summed in a paragraph :—eight-tenths of those 75,000 shares are *gone* ; your "register" does not contain 20,000 shares in the hands of *bonâ fide*, responsible, or willing holders ; when paid up 10*l.* each, your shares will not be worth 10 *s.* The "proposal" cannot be half carried out.

You see that one-fourth of your 100,000 shares were never taken up ; and there are 50,000 out of the 75,000 (or two-thirds) *in arrear* since 1846, without an attempt to enforce their disputed liability. Even those of a. and b., who did pay the calls, did so, in many cases, in order to transfer to paupers. You dwindled down from 100,000 to 75,186—then to 26,000 (a. b.) paying first call—then to 18,000 (a.) paying the second. Those include the 11,200 of the South Wales Company, who hold *secret* agreements with your directors not to pay more calls unless in certain events. Of the 7,000 shares (part of the 18,137 *paid up* by 160 persons), 3,300, held by 71 persons, have been transferred lately.

What becomes of the "calculation" based on such foundations ? Is it anything more than a *mockery*, a *delusion*, and a *snare*—to prevent your making any effort to break up a Company, which exists only for the *benefit of officials and landowners* ? Moreover, those 75,186 had no existence as *real* or *bonâ fide* subscribers. It is true 75,000 paid the first deposit ; but how ?—only 49,000 were allotted and paid up when the panic happened in 1845, after that 11,200 were saddled (*by some means*) on the "South Wales Railway Company," AT PAR, making 60,200 shares only ; 14,000 friendly signatures and deposits were added colourably, with some others, to make up your registered 75,186 of 1846-9.

Therefore in any calculations, the following deductions must be made from those 75,186 shares, originally held by 1,200 persons:—

1. The "friendly" signatures for (1845-6) - - - - - above 14,000
2. Shares (17,500) refused registration in December 1846, by the directors, and original allottees, registered hostilely, to the extent of - - - - - above } 20,000
That step was too doubtful and unjustifiable to admit of your seeking any capital on those shares.
3. The shares bought up by your officials, to overpower the meetings 1846-7, besides the votes silenced under Boswell, Perry, Boyce, Harvey, Reynolds' oppositions, &c. &c. - - - - - }
These items may account for the sudden reduction from 75,000 "deposits" to 26,000 shares paying the first call. Assume 11,200 of these to have been fixed on the South Wales Company.
4. Those who transferred to paupers, &c., after the first call, say 170 persons holding shares - - - - - } 7,500
5. Those who transferred to paupers, &c., after paying the last call, say 80 persons for shares - - - - - above } 3,300
6. "Gone away," &c.—232 persons, and 40 of new men (known) [mostly in arrears also] - - - - - } 6,000
7. Known insolvents, poor, &c. (65), say [in arrears] - - - - - 3,000
8. Further shares not included in above: held in Dublin, 2,700 shares by 150 persons; in Clonmel, 1,000, by 44 persons; Cork, 1,000, by 22 persons; Waterford, 1,000, by 32 persons; Wexford, 420, by 24 persons; Wicklow, 365, by 15 persons; Limerick, 485, by 12 persons; Ireland, 418, by 14 persons. Of these, not 1-20th will or can pay, say a loss of 7,000, out of 7,400 shares [in arrears of calls] } 7,000
9. Deduct those in England who cannot pay, &c.—unknown - - - - -
10. In the above are included about 20,000 shares silenced under the Perry, Boyce, Reynolds and Harvey oppositions, some of which are still on the register, and liable to pay - - - - - }

Have you left 10,000 *bonâ fide* shares? It is true you *may*, after long litigation, realize something more from Nos. 2, 3 and 10, and may have yet the South Wales 11,200 shares, but that is doubtful. Where, then, are the 75,000—aye, or a quarter of that number, who are to be victims of this *delusion*?

Above 7,000 of those on the "register" have already expressed in favour of a *dissolution*; so that you *stand in a majority*, if you *choose* to exercise your power, treating the calls and register as illegal. The directors cannot command 2,000 *bonâ fide* votes.

II. What is your prospect of getting even to *Bray*? and what will it be worth if you do? You have been four years at work—spent 130,000 *l.*, of which only 40,000 *l.* is on "works"—perforating two rocks (one at Killiney Head and one at Bray Head), and instead of "six miles in hand," not made one mile of railway. To get from Kingstown to Bray (eight miles) requires the sums of 171,000 *l.*, and (for stock, stations and permanent way) above 100,000 *l.*,—which make 5 *l.* 10 *s.* more per share on 50,000 shares. Suppose the line can be made for the estimate (rare event in broad gauge annals), it will be K. to Bray Head (11 miles) 240,000 *l.*, and stations, &c. 100,000 *l.* (or 31,000 *l.* per mile), besides stock, &c. Moreover, you have to encounter a claim by the scripholders for the portion of their deposit, most unjustifiably confiscated to the extent of 25,000 *l.*, and to make a dock at Bray, &c.

III. What can be the utility of going to *Wicklow*, unless to please the *landowners and officials*? The traffic (hams and lambs) with that starving and decaying district *Wicklow*, scarcely maintains a conveyance on the road. Yet you are to go through rocks, to fishing villages—between the mountains and the sea! The London, Welsh, Waterford, Wexford, and Dublin traffic is gone, and yet you are asked to sink 420,000 *l.* on the *Wicklow* mountains and landlords—a pretext for keeping up an expensive staff and establishment in London and Ireland.* Even the line made half-way from Dublin to Wexford, *vid* Carlow, will not go further, though the stream of traffic is inland.

IV. If you go to "*Wicklow*" you have to take the *Kingstown* and *Dalkey* lines. Already you have paid that Company 7,250 *l.* for "expenses"—you are to alter their gauge for eight miles, take their rolling stock, &c. (cost 40,000 *l.*), and pay them 34,000 *l.* a year, and half your gross receipts of their line above 55,000 *l.* a year—and we know not what else, for the agreement is concealed. The traffic of that line is 1,000 *l.* a week, the working expenses about 66 per cent.; so that you have left 340 *l.* a week, or say 18,000 *l.* a year, to meet your rental of 34,000 *l.*, &c. &c. The *Kingstown* Company, to preserve their own line

* Skirting *Wicklow* county sea-shore you are to serve the following important towns and populations:—Bray, 3,169; Dalgany, 201; Killikenny, 179; Enniskerry, 448; Kilcool, 296; Downs, 172; Newcastle, 196; Newtown M'Kennedy, 823; Ballinalla, 336; Rathnew, 118; Wicklow, 2,771!!!

line as an entrance into Dublin, got an Act to go to Bray, *and might* be induced to buy your powers and works.

Ponder well over these hints, and then take the *South Wales Company's subscription* as an *illustration* of the "integrity" of your "management!!"—in which the same men direct the different Companies!!

V. In 1845, we were amused with "a lease of our line to our allies, the Great Western and the South Wales Companies;" in 1846, with their taking "half a million of our capital" (25,000 shares). In 1847-8 that was brought down to 12,500, and we were told that though shares could be had, and were offered to them, for *nil*, yet "to assist us they would take them at par," and had actually paid us deposits of 2*l.* on them!! Each statement "*answered its purpose*;" but what is the fact? That this pretended "subscription" was in May 1848 sanctioned by the South Wales shareholders on condition of an indemnity of the *Great Western Railway Company* for principal and interest, but not yet legalized, if given. *We never got* any additional subscribers to those we had in 1845-6; so that if they were paid at all, it was at that time, and only on 11,200 shares; yet on the faith of 12,500 *that Company nominates* a majority of your Board. Moreover, there were *secret* understandings "guaranteeing that Company from future subscriptions to this, *unless we showed* them that we could go to *Wexford*" (an inability well known when the Act was applied for!) These were admitted by Mr. C. Russell at the public meeting of February 1849; and on the faith of them the South Wales shareholders did not oppose "the last" 1*l.* a share on 11,200 as a "last payment." In June that statement was repeated by the South Wales ex-secretary.

In August (1849 Report) we are told that another *secret* understanding is to be come to between the two Boards (*the same men being on each*) by means of a letter from its secretary, who is now invisible, for mulcting the South Wales Company of an *absolute subscription* to our line for the 11,200 shares, and that the S. W. Board approve of the proposal of the 3 W.'s Board, but the G. W. R., as guarantees, refuse it; yet this Company intends to proceed to Parliament to legalize this "proposal."

VI. Look into your *internal management*—1,000*l.* a-year to directors; 1,000*l.* a year to secretary—voted and retained in opposition to wishes of shareholders; 500*l.* a year rent for the establishment, 449, Strand; 150*l.* a year rent of secretary's mansion, &c. at Kingstown; 30*l.* for Sir T. Esmonde's yearly travelling expenses to England in the season; 700*l.* a year to resident engineer; 500*l.* a year to London engineers; besides London and Dublin lawyers and officers.

VII. Their alleged "*balances in hand*" for years have been *fictitious*. The greater part have been on secret and illegal loans to others, especially to the Great Western Railway Company, who still hold your capital, unknown to you, and at times when you were oppressed with calls! as detailed in former Report.

These are some of the acts which you tolerate, and which they ask to legalize and sanction!

Your works and Act of Parliament must be worth something to sell. The general feeling is to wind-up; but if you go on, what will be the result—with proceedings unparalleled in the history of railway enormities—with an expensive staff—dilatory lawsuits—Parliamentary contests—to decide on this second delusion?

If the present opponents stop in their opposition for want of sufficient support, then "no quarter" would be shown: original allottees, directors' friends, and all others will be made to pay up, or fight single-handed. *Finally*, what will be the worth of the scheme when all the capital is paid up? The shares will be worth as many shillings as there will be pounds paid. Do not calculate on lying by and benefiting without uniting. Whilst "protesting against the calls, the share register, the S. W. subscription, the Board of directors, &c., as being, like the Act of Parliament, void," and doing nothing to admit or adopt them, or any liability, you can, by union, without risk or liability, ensure a certain victory; the power is in your own hands. You are a numerical majority, *if you choose to exercise it, and, at least, secure the management of your own affairs!* 1st. By the South Wales Company refusing to go on with this Company. 2nd. Amicably, by the directors manfully promoting a dissolution and meeting you to discuss. Or, 3rd. Hostilely, to enforce a dissolution and investigation; concentrate shares and votes—obtain a majority; and, by requisition and meetings, direct the management, &c. Those require no liability or outlay. 4th. Stop all actions for calls, as the Committee have, until one be decided, *and unite to try that one, at a trifling contribution. Strengthen those who resist the directors' acts*, and seek for relief at law and in Parliament.

Charles Nash.

1849, 52, Parliament-street, where petitions and requisitions lie for signature.

Submitted by the Shareholders' Committee to the shareholders—under protest, and denying all liability.

Enclosure 3, in (No. 28.)

SOUTH WALES RAILWAY COMPANY (and connexion with IRISH and WELSH LINES).

THIS Committee feel called upon to advert to the affairs of the South Wales Company, inasmuch as the S. W. Co. is interwoven with the Waterford, Wexford, Wicklow, and Dublin Company to the extent of a quarter million, and the fate of the 3 W.'s Co. is dependent on the decision of the S. W. shareholders.

This Committee having awakened the attention of the S. W. shareholders to their affairs in the autumn of 1848 and spring of 1849 by their "Reports," the appointment of a committee of S. W. shareholders followed in August 1849.

The *main* object of that committee seems to have been the guarantee of the Great Western Railway Company for the capital for the whole line to Fishguard, or a portion to Swansea, or the raising capital to carry out the line.

There appears, in this case, to be considerations involving the integrity of railway management of far higher importance than the mere pecuniary guarantee.

That committee had no access to the books of the Company. This committee has investigated them, and have to submit the following important matters to the shareholders:—

(I.) GUARANTEES.

The agreement for this guarantee "for the main line, when completed to Fishguard," is so vague, and conditional on so many things to be hereafter arranged between the Companies, that it would be almost impossible to enforce a lease or guarantee against an *unwilling* lessee, and it becomes a question whether the shareholders should not at once throw it over, and take the management of their line into independent hands.

The expenditure on works west of Swansea is estimated, up to 30th June 1849, at 156,300 *l.*, besides the Llanelly and Tenby lines.

The guarantee for the "*subscriptions* to other lines" is also dependent on the completion of the main line.

(II.) SUBSCRIPTIONS and LIABILITIES of the SOUTH WALES Co.—£. 900,000.

Although the only Irish and Welsh "*subscriptions*," sanctioned by Parliament, up to the end of 1848, are to the "3 W.'s Co.," and the "Vale of Neath Co.," which the shareholders of these Cos. and of the S. W. Co. had agreed to, *on the faith and conditions*, (1st.) of the G. W. R. guarantee, and as a loan to them; and, (2d), an additional one per cent. interest on calls of S. W. capital, which would ultimately fall on the G. W. R. Yet it will be seen that "*subscriptions*" to *other lines* have been paid, although not legalized by Parliament. Moreover, that those subscriptions and agreements have not been submitted to or sanctioned by the shareholders of the respective Companies.

This expenditure of capital, though made in 1846–7, was *not communicated* to the shareholders in the printed accounts or otherwise, until August 1848, and then only in a *lumped* sum, thus: "Subscriptions to Irish and Welsh lines, 61,300 *l.*" which is now 85,284 *l.* and upwards, besides interest and costs.

IRISH LINES.

(a.) The WATERFORD, WEXFORD, WICKLOW, and DUBLIN Co. will serve as an ILLUSTRATION.

In June 1848, an Act was passed, promoted by the same persons, officials of the G. W. R., S. W., and 3 W.'s Cos., for a *future* subscription by the S. W. Co. to the 3 W.'s Co. "*to assist it*," for "not exceeding" 12,500 shares of 20 *l.*, or 250,000 *l.*

In August 1848, the S. W. Co.'s *printed* accounts includes, for the first time, "payments to Irish and Welsh lines," to the 3 W.'s Co., 2 *l.* per share on 11,200 shares (16,800 *l.* and 5,600 *l.*), 22,400 *l.*

And the August 1849 account exhibits further payment of 11,200 *l.*

The private *books* of the S. W. Co. show that these 11,200 shares were paid for as far back as "Dec. 26, 1846," though not brought into the account as a payment till August 1848, but always appearing in the "balance" in hand.

No *sanction* for these shares had been given by the shareholders up to *that* time.

The directors admitted the "illegality of this very contribution" to the Railway Commissioners, in March 1847. (See their Report to Parliament.)

The Act passed in August 1846, through misrepresentation, concealment of facts, and colourable majorities of shareholders and unjustifiable means.

At the April 1847 meeting, the shareholders were asked to sanction a Bill for leave to subscribe to Irish and Welsh lines, *on faith and condition* of, 1st., another "guarantee" and indemnity from the G. W. Co. of the principal and interest (*i. e.* "the same extent of guarantee as on the capital for the main line"); and, 2d, an *increased interest* on their calls from four to five per cent.

Mr. Russell then said, "The utmost amount is 200,000 *l.* to the two Irish lines, and that on a guarantee of the G. W. R. Co.;" "it is in the nature of a loan to that Company."

The sanction given at that meeting was not acted upon by carrying a Bill through Parliament.

In *April* 1847, a further sum is entered in the South Wales books as then paid to the 3 W.'s Co. of 5,600 *l*.

That does not appear in the half-yearly *printed* accounts submitted to the shareholders until August 1848.

In *May* 1848, the S. W. shareholders were asked to sanction two Bills, one for a "subscription" to Vale of Neath, the other to 3 W.'s Co., both purporting to be for "future" subscriptions, but refused to do so on the opposition of Mr. *C. Mortimer*. The directors, however, procured a sanction of the Bills on the pledge and *condition, incorporated in the resolution*, "that the G. W. R. Co. were to guarantee the S. W. Co. the principal and interest." Access to that resolution has been refused, but this committee put it in evidence before Lord Shaftesbury, Session 1848.

The Bills were prosecuted through Parliament (by the gentlemen who were directors and officials of the G. W. R., S. Wales, and 3 W.'s Cos.), *without any conditions*; a *separate* Bill to "increase the interest on calls," payable by the G. W. R. Co., was rejected, after hearing one witness (Mr. C. Russell) upon it. Nevertheless, the other Bills were prosecuted, and carried in June 1848, *but not including or legalizing the "conditions," or the "guarantee," or the agreements between the two Boards.*

Throughout 1847-8, these subscriptions have been repeatedly represented and treated as "future subscriptions, to assist and keep alive the Irish and Welsh Cos.;" yet the Irish Co.'s funds show no *addition* up to this day to the number of *subscribers* which it had registered on 21st December 1846, nor any subsequent receipt of the above 16,800 *l*. included in the August 1848 accounts.

It appears from reports of this committee on the 3 W.'s Co. that only 49,811 shares out of 100,000 (the total in that Co.) were allotted, and that the directors and officials of the three Companies referred to had above 29,000. That they afterwards signed for 14,113 and 11,200 shares, making up the 75,000 shares the total subscribers for.

That after the panic of 1845, and *down to the aforesaid December* 1846, many thousands of shares were still in the hands and names of *persons who were then directors, &c. of the 3 W.'s, the S. Wales, and the G. W. R. Companies.*

In 1846, the *bonâ fide* shareholders of the 3 W.'s repeatedly urged, and afterwards combined for a dissolution; *the directors* resiste dit: the question was to be decided at their first ordinary meeting on 21st *December* 1846. *The opposition were in a majority.* The directors finding defeat certain, induced them to adjourn that meeting for two months.

The entry of date of 26 Dec. shows that the South Wales Co. paid for 11,200 shares in the 3 W.'s Co., at par, shares having for months been sold in the market for FIVE SHILLINGS each.

Other shares were bought up, to a large extent, by officials of the three Companies. Purchasers of scrip were refused registration, and original allottees registered against their will to the extent of nearly 20,000 shares, transfers taken from the original allottees, and other iniquitous acts resorted to, to defeat the opposition. Officials of these Companies and others were registered, and actually *hired to attend* the meetings, and support the directors.

Notwithstanding these means, the directors only carried the existence of the 3 W.'s Co. by a majority of 1,620 votes, the funds of the S. W. Co. deciding the prolongation of the 3 W.'s Co. against the wishes of the general body.

In February 1849, Mr. Russell announced that the S. W. Board had an agreement with the 3 W.'s Board, that "no more calls should be made on the S. W. Co. shares, unless and until the 3 W.'s showed the means of going to Wexford.

It was *well known* before then, before the Bill of 1848 (June) passed, authorising the expenditure of S. W. capital in this subscription, that the 3 W.'s Co. could never get half way to Wexford, and that was *admitted* by both Boards, June 1849.

These facts were withheld from Parliament and the shareholders.

Yet in June 1849, the Board of the 3 W.'s PROPOSE to (themselves as) the Board of the S. W. Co. to shorten the line to Wicklow, which cannot be of *any use* to the S. W. line, and to reduce the shares. *Thus, also, seeking to legalize and make absolute the liability* of the S. W. Co. for the 11,200 (or more) shares, and *destroy all the conditions* on which they were taken.

That proposal was "acceded to by the S. W. Board," and a Bill is prosecuting to legalize it.

The S. W. directors make no announcement in their August (1849) Report, beyond a bare statement of the proposal! But this committee obtained from the chairman of the S. W. Co. at the August meeting, an admission that "the G. W. R. Co. will not, as guarantees, adopt the proposal." Yet directors of the 3 W.'s and S. Wales Companies, who are upon the G. W. R. Board, are prosecuting it!!

This committee have, in their Reports, demonstrated that the proposal is *delusive*, and cannot be carried out to half its extent; it requires ALL the ARREARS, and all the original registered holders of 75,000 shares to pay up and concur; whereas three-fourths of them are gone, and cannot do so; that the burden of carrying out the proposal will rest on the S. Wales Co., and about the same No. of shares in other hands; that the line will be *profitless*, if made.

OTHER SUBSCRIPTIONS,

Specifying those without and those in Excess of Legal Authority, to Lines which the same Directors of the Three Companies were connected.

b. CORK and WATERFORD Co., 4,000 shares; paid 6,000 *l.*; liability for 80,000 *l.*

This stands on same footing and under the same regulations as the 3 W.'s Co.; no Act of Parliament obtained; subscriptions paid in 1846 (January) before this Co. was incorporated.

In 1847, power asked, and bill sanctioned for a future subscription, but not passed.

The printed accounts do not exhibit this "payment" till August 1848, except in the "balance in hand."

c. TENBY and SANDERSFOOT Co., 500 shares; paid 1,050 *l.*; liability for 10,000 *l.*

Payments made in February and April 1846. Power taken afterwards to "purchase on lease," but not to subscribe for shares.

Payments not disclosed in printed accounts till August 1848.

This line is west of Swansea.

"The subscription to the C. and W.'s and the T. and S. were conditional on their obtaining the authority of Parliament for them. Means have been taken to suspend the works on a. b. c. so as to relieve the S.W. Co. from any future payment."—(S. W. Co. Return, June 1849.)

VALE of NEATH Co., 6,389 shares; paid 38,334 *l.*; liability for 127,780 *l.*

In 1847, February and April, the S. W. directors paid on 6,389 shares. *This payment not disclosed to the shareholders in the printed accounts.*

In April, a Bill for a future subscription was approved "to extent of 125,000 *l.*," but not passed.

In 1848, February, at S. W. meeting, Mr. Russell said, "We cannot tell the amount yet we shall ask you to subscribe."

At the May S. W. meeting to sanction a subscription Bill for 6,389 shares, the conditions were attached as before stated; that Bill passed, empowering the S. W. Co. to "subscribe;" in future, no conditions attached.

LLYNVI VALLEY Co., 3,150 shares; paid 6,300 *l.*; liability for 63,000 *l.*

In 1846, January, the S. W. directors paid 2 *l.* per share, or 6,300 *l.*

"In June, power to *sell or lease* to S. W. Co. (*not subscribe*) was granted by the shareholders, and an agreement to *purchase* a portion of the line was made between the two Boards.

Afterwards power to purchase the "Duffryn" line for 50,000 *l.* in shares was taken. There seems no power "to subscribe."

SWANSEA VALLEY RAILWAY Co., capital 220,000 *l.*; "no shares created;" portion of line already exists.

Expenses in obtaining Act of Incorporation paid by S. W. Co. 1,257 *l.* 2s. 6d. and 8,000 *l.*

A sum was invested by S. W. Co. for purchase of Swansea Vale line (part), 37,500 *l.* That appears in one of the earlier accounts, but is left out of the last half year's printed account.

In 1847, April, an agreement to purchase and Bill approved (for the whole) 227,000 *l.*

LLANELLY RAILWAY and DOCK Co.

LLYNVI VALLEY EXTENSION Co.

GLO'STER and DEAN FOREST, 4,000 shares; paid 10,000 *l.*, &c.; liability 110,000 *l.*

The purchase to be 90,000 *l.* and 20,000 *l.*

Bill to purchase for 100,000 *l.*, sanctioned by shareholders in 1847.

S. W. Co. became owners of part of line, to make it, in lieu of paying calls.

Query: Any authority to take shares?

GLO'STER DOCK; Bill passed 1848; capital 34,000 *l.*SEVERN and WYE Co.; expenses paid by S. W. Co., 15,000*l.*

and to pay 2,000 *l.*

In 1847, Bill passed to lease or purchase and pay the 17,000 *l.*

*** These involve a liability for about 900,000 *l.* for lines ultra the main lines.

OTHER "TRANSACTIONS" with CAPITAL of S. W. Co.'s DIRECTORS.

In 1845, capital was lent on bills of exchange to extent of 17,715 *l.*

In 1845, a loan of capital was made to R. F. Gower, director of G. W. R., S. W., 3 W.'s Co., &c., who reduced it by gradual payments.

In 1846, loan transactions with Glyn, Mills (director of all these Companies), and Co., and through them with , of 105,000*l.*, at 2 and 2½ per cent. only, till December 1848, the shareholders being oppressed with calls to make these loans, and paying 5 per cent.

cent. to the Company, money being worth in the market 7 to 12 per cent. during part of this time.

In 1846, a loan transaction with the Vale of Neath Company for 25,000*l.*

In 1847, January, loan from that Company to this Company, at 4 per cent., for days, this Company having their capital out on loan at 2 per cent., and the shareholders oppressed with calls.

In 1846, April, loans to G. W. R. Co., 30,000*l.*, "per resolution of finance committee."

In 1847, January, further loan of 50,000*l.*; and, in February, further loan of 40,000*l.*

In 1847, Midsummer, a balance was due from G. W. R. to S. W. Co. of 30,175*l.*

This is represented in accounts as if "*balance*" in hand.

In 1847, July, a further loan of 70,000*l.*; and, in August, further loan of 50,000*l.*

Making then outstanding on secret and illegal loans to that Company 150,175*l.* 6*s.* 10*d.*, of which no information was given in the printed accounts.

Calls were actually made on shareholders to make these loans at times of great depression.

In 1848, Midsr., G. W. R. is debited with 4,650*l.* 17*s.* 5*d.* as "interest on loans and deferred portions of calls."

In 1848, December, interest on calls in arrear from June to December, 1,771*l.* 19*s.* 9*d.* is debited to G. W. R. Co.

In 1847, Mr. Crosthwaite, of Liverpool (G. W. R.), had loans of this Co.'s capital; and in 1847, March, he is debited with 10,000*l.*, for which, he says, he "deposited ample security, namely, G. W. R. shares." Paid off March 1848.

In 1849, February 7, the Christmas accounts submitted shew the balance of loans and interests as if "*balance*" in hand, and so throughout the accounts circulated.

BALANCE SHEETS AND ACCOUNTS.

Except as specified, these "*transactions*," with the capital, in Cos. with which *the directors* were connected, do not appear in the printed accounts, so that the shareholders and the public were in ignorance of the application of their capital, and the balances every half year actually including, as monies in hand, the sums thus *illegally* and *secretly* disbursed and lent.

That could not have existed under a proper and *independent* management, or auditorship.

The auditors were men deeply connected with the Great Western and these schemes, or some of them.

Mr. Gower, a relative and partner of Mr. Gower, director of the G. W. R., S. Wales, 3 W.'s, and other G. W. R. schemes, was appointed auditor in 1846. And Mr. A. Paull, of Leadenhall-street, a relation of the director of the S. Wales, G. W. R., 3 W.'s, and other Irish and Welsh schemes, was appointed auditor in 1846.

Mr. Thurburn, of Egypt, appointed auditor in February 1849, was a correspondent of Gower and Co., and through them got shares in many Railways, including the 3 W.'s Co.

The "*BALANCE*" IN HAND ON LAST half year's printed accounts

(August 1849) is alleged as - - - - - £. 91,192 9 7

But it is thus made up and invested—

Actual cash in hand at banker's, &c.	-	-	£. 24,018 12 1
Trustees for purchase of "Swansea Vale Company"	-	-	37,300 - -
Outstanding accounts against G. W. R. Co. interest account	-	-	6,598 4 -
Outstanding accounts against G. W. R. Co. general account (loans and calls)	-	-	1,251 - -
Outstanding accounts against Vale of Neath Co.	-	-	1,240 - -
Outstanding accounts against Oxford, Worcester and Wolverhampton Co. (<i>bal.</i>)	-	-	11 - -
Other funds, private cash, &c.	-	-	226 9 11
In hand of land valuers, resident engineer, &c.	-	-	337 3 7
			£. 91,192 9 7

EXPENDITURE, &c.

A large sum has been paid in *contributions to the expenses* of other Companies, such as the "Hereford, Worcester, and Gloucester Co.," the "Welsh Midland Co.," the "Great Eastern and Western Co.," the "Port Dynallan Line," &c.; rent of offices, 449, Strand, 350*l.*; secretary's defalcation, &c.; cancellation of contract for rails, 20,000*l.*, &c. &c.

RESUMÉ.

When the financial situation of the G. W. R., the difficulties in the way of perfecting the guarantees, the probable future inability of the G. W. R. to fulfil them, together with the past management of this Co., are considered, it becomes a question with the independent S. Wales shareholders, whether they should not abandon the guarantee, look to an entire change of management, economical making, and more beneficial working, by a better union

with the northern lines secure an identity of interest, opening up new channels of traffic and the retail trade of England for the mineral products of the Western and Welsh lines, so long desired by means of a uniform gauge. Considering also that several of the mineral lines in Wales are on the *national gauge*, and that the Railway Commissioners in 1846 expressed that they were "aware of strong arguments in favour of requiring the S. Wales line to be on the *narrow gauge*, but that for the purpose of a second competing route to Ireland it would be advisable that it should be on the *exceptional gauge*." Those reasons no longer exist, and the importance of a thorough and *uninterrupted* communication with the north must be apparent.

Submitted by Messieurs Captain Warrington, Rev. D. Robinson, W. G. Freebody, C. E., and J. Gallini, the committee of shareholders on the 3 W.'s Co.

By Order,

Charles Nash, H. Sec.

52, Parliament-street, 1849, Dec.

Enclosure 4, in (No. 28.)

WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY COMPANY, (and connexion with the SOUTH WALES RAILWAY COMPANY.)

FURTHER REPORT of the COMMITTEE of SHAREHOLDERS.

THIS committee, unanimously appointed at a general meeting of "shareholders," has been actuated by the single desire to benefit the general body, three-fourths of whom resist the "directors'" proceedings, and have worked (without personal profit to themselves) on the faith of being supported by the whole of the independent shareholders. Personally, as alleged "shareholders," they were not desirous to shrink from any risk or liability which a fair administration of the Company's affairs might have entailed upon them; but, in common with the mass of their alleged "co-partners," they were not disposed to tamely submit to the consequence of iniquitous mismanagement. Conscious, therefore, of the integrity of their motives, they are entitled to command the support of the shareholders, and to disregard any misrepresentation from the organs of the directors.

The present opposition has already led to the directors conceding a portion of what was asked, in a reduction of salaries, and an offer to reduce the shares and the line, but which can only be regarded as delusive.

This committee have also endeavoured to interest the other Companies and committees on the affairs of the South Wales and Great Western lines on this subject; and have, since their last Report, continued their anxious consideration to the position of this Company, and collected further information, of great importance to the shareholders, and useful to the public interests in railway affairs.

Since the former Report of June last was made, (1st.) *actions* have been brought by the alleged "directors" against alleged "shareholders," to recover "calls" in arrear; (2d.) *proposals* have been made by the "directors" to shorten the line and reduce the share capital, the applications for which they are making to Parliament, at an expense of 2,000 l. which might have been avoided.

The desire of this committee having been to promote a "dissolution" (as apparently the best termination to the Company, having regard to the proceedings of the directors), or to adopt such other course as may mitigate the loss and liability of the shareholders, obtain a reform of the "share register," and a direction in which they may have confidence, they have submitted the following resolution to the directors:—"Nov. 3, 1849 :"—

"That the engineer of the Company and the engineer of the committee be required to confer, and to report to the shareholders, as to the utility of carrying out a portion of the line between Dublin and Wicklow, with power to them to nominate a third, whose report, in case the other two differ, shall be the one recommended for adoption by both parties; and that if the report be in favour of any portion, then the 'associated committee' will urge its adoption. If the report be against the completion, then the Company to be amicably wound up, and in a mode to be agreed upon by the same persons."

This reasonable offer, as well as former suggestions for an amicable settlement or discussion with the directors, has received no reply; though made in the best spirit, it is still under consideration.

The adoption of any of the three courses open to the shareholders must tend to promote their general interests and a dissolution, namely, (1) to defend the actions for calls, and, by proceedings, compel an investigation of the directors' conduct; (2) to oppose the directors at the meetings; (3) and in Parliament. There is a fourth, which can only be adopted *in extremis*, namely, to pay up the arrears, submitting so far to the directors; but then, by means of a majority of paid-up shares, to effect a change in the direction, and so promote the general wishes of the shareholders, or secure the winding-up of the Company.

The second and third courses entail only the contribution of very little time by the registered shareholders, and it must be manifest that the greater the amount of co-operation the greater the chances of success to the committee's labours, and the objects in view.

I. With regard to the first, the *actions* for *calls*, they have been, and will be, defended in terms of the "Circular Letter" of 9th June 1849; that is, a sufficient number must co-operate

co-operate therein to obtain one decision, which will benefit nearly 1,000 persons, with 81,000 *l.* of arrears. The committee has succeeded in measures whereby one action only has been allowed to proceed, and other proceedings for calls have been stayed in the meantime; thus, if a fair decision be obtained in one case, it will be a guide to all the "registered shareholders," at a trifling cost, provided they co-operate.

Pleas of fraud, and impeaching the legality of the Company, the validity of the share register, the right to register original allottees against their will, and the refusal to register the holders of scrip in 1846, whose property was confiscated, have been allowed by the judge, although twice opposed by counsel for the directors, and supported by Mr. Nash for the shareholders.

Under those pleas, the various matters brought against the direction in the former Reports will obtain full scrutiny. Investigation will be judicially made into the facts connected with the allotments, in 1845, of above half the total shares to directors and their friends; the reservation of nearly 4-10ths, although announcements were put forth that all were allotted; the friendly signatures for thousands of shares in 1846, after the panic; the transferring of thousands of shares on to the corporate funds of the "South Wales Company;" the using illegal shares and votes for the Parliamentary meetings of 1846; the borrowing of capital of other railways, unknown to the shareholders; the lending of capital by this Company to other Companies; and the passing of the Act by these means. Then the attempts, in 1846, of independent shareholders to dissolve this Company, defeated by refusals to register "holders" of scrip, and by the registration of (unwilling) "original allottees" who had sold their scrip; the buying up of their shares; the buying up (by officials of the three Companies) of scrip and shares; the buying off of votes and proxies from the opposition, and of transfers, on indemnities by directors and officials of the Company; the registration of shares colourably and improperly; the hiring of registered shareholders to attend and support the direction at the meetings of February, 1847. All these circumstances, and the means whereby *bonâ fide* shareholders were overpowered; a majority for the continuance of the Company secured at the meetings; and the sealing a "register of shareholders," will be developed. As also the refusals of access to the "register;" the refusal of the names of shareholders and scripholders interested in those proceedings; the using of capital of the South Wales Company for shares, in 1846, which accomplished the above purpose of over-powering the shareholders; the procuring, in 1848, an Act for "future subscriptions," and the "permanent appointment of directors by the South Wales Company," although no "future subscription" has ever been forthcoming; the "guarantees" agreed to be given by the Great Western Railway Company to the South Wales Company for their shares and interest; the expenditure of capital; and the *other matters* in this committee's former Reports regarding the management of this Company, will be investigated.

These pleas, therefore, are most important, as opening up the whole "transactions" of the Company; yet the directors intimated an intention "not to proceed with that action, on account of the pleas, but to commence other actions against other shareholders" for calls; this committee cannot, however, believe that any substantial advantage will result to the directors from that course, but the reverse.

As a decision can be obtained which will affect 81,000 *l.* of arrears, owing by nearly 1,000 persons, the importance and advantage of this contest to each registered shareholder cannot be overrated. The committee and their advisers have throughout worked gratuitously, to benefit the general body; they will continue to do so; but a "defence fund" is necessary, for no other purpose than to provide the expenditure and cash outlay of the committee therein, indemnify the defendants in the actions, and *ensure a decision*. Although a large number have already subscribed, and agreed to unite therein, the committee has not hitherto had occasion to use such funds, as it is their intention to act up to the terms of the circular of 9 June 1849, and to trust for the appreciation of their endeavours to the co-operation of the registered shareholders, under the ample protection which the circular offers to all contributors, and the advantages of a decision in the year 1851.

II. With reference to the "*Directors' Proposal*," it has been fully dissected by Mr. Nash, in its financial results, and his "Report" appears completely to dispose of that attempt to prop up this Company, and legalize the proceedings of the directors which are in question. Although this committee have been refused all access to the books and documents of this Company, and to inspection of the agreements of this Company with the Kingstown Company, and with the South Wales Company (who control and most materially affect your interests), and all information, the directors are proceeding to Parliament to legalize that delusive "proposal."

By the "*Proposal*" in question, the directors require (1), that all the "arrears" (81,000 *l.*) on 57,000 shares be paid up, to make 3 *l.* each; (2), that the 75,000, the total registered shares (which paid deposits in 1845), pay up to 10 *l.* per share, in order to raise 420,270 *l.*, besides stock and Kingstown contract, for a line to Wicklow, on which only 52,200 *l.* had been spent.

The investigations reported by Mr. Nash show that above 30,000 of the 57,000 shares in arrears *cannot* pay; that all, or nearly all, the rest will not voluntarily pay, even if they can. In short, that the 75,000 are reduced (by transfers to paupers, by agreements with the Company and their agents, by poverty, absence, &c.) to less than 10,000 registered shares in solvent names (besides the South Wales Co.'s 11,200 conditional shares); also that the directors of the three Companies and their friends do not hold, personally, 2,000 shares, although in 1845-6 they had taken (in shares and allotments) amongst themselves and their officials, connexions, and co-directors and friends, to the extent of above 60,000 shares;

PAPERS AND CORRESPONDENCE relating to the WATERFORD,

that the total who paid up original allotments from June 1845 to June 1846, was only 63,601 shares; that the total (including the South Wales Co.'s shares) reported as having paid the first deposit, and as registered, was 75,186 shares in December 1846, and in 1849.

The particulars are so important that they are subjoined, and powerfully illustrate the management of railways, and the system to which shareholders have been victims hitherto.

The S. W. Co. subscription was passed in 1848, as a "future one of 12,500 shares to be guaranteed to them by the G. W. R. Co." But this Co. has had no accession of subscribers; and an investigation shows that the shares were "taken up" in 1846, for the purposes of the contest then existing. At the February, 1849, meeting of the shareholders of the "South Wales Co.," Mr. Russell "admitted that the agreement with the South Wales Co. for the future subscription of a quarter of a million to our capital, provided that no more calls should be made on them unless the 3 W.'s Co. showed the means of going to Wexford;" and in June 1849, the South Wales Co. certified to Parliament that "means had been taken to stop the works of the 3 W.'s Co., and the further contribution of that Company to it; yet, at the August, 1849, meeting of this Company, a correspondence was reported by our directors with (themselves) the "Board" of the South Wales Company, "agreeing to the present proposal, subject to the assent of the South Wales and the G. W. R. proprietors." But, at the subsequent "South Wales" meeting (August 1849), one of this committee brought the subject before the shareholders of that Co., whereupon the chairman interrupted him by the statement, that "the proposal had been laid before the G. W. R. 'Board,' and rejected by them, and therefore it fell to the ground," and honourably declared his independent opinion to be against the scheme from the first; yet the directors of the 3 Cos. (for the same persons are directors and solicitors of all) have taken steps and are proceeding to Parliament to legalize their proceedings, and the proposal before mentioned, notwithstanding their secret and illegal agreements. £. 3 per share has been charged to the S. W. Co., although it was well known before the Act of 1848, that this Co. never could show the means of getting to Wexford.

This committee have also communicated with the committees appointed by the South Wales and Great Western shareholders, and urged these facts upon their decision; they find it necessary to pursue it until it is properly investigated, uninfluenced as they are by any interest in the other companies concerned, and conscious that there is sufficient integrity and honourable principle in Parliament and the press to ensure a just decision on the proceedings and motives of the directors of these Companies.

It is plain that the financial state of this Company will not carry out the "proposal," or accomplish *one-half of it*. It is also understood that the South Wales shareholders will object to do so; and that the Great Western shareholders will object also. Moreover, *What is the line sought now to be made?* It is along a sea shore, "with mountains on one side, sea on the other," serving a few fishing villages. If the *whole* population served (6,000) should travel every third day, they would only pay the "working expenses;" and the state of Irish lines in work (the Waterford and Limerick, for instance) may be referred to as instances of working results, and the worth of Irish railways.

III. With reference to opposition at the meetings, and the Parliamentary proceedings, it is also essential that these facts should be developed, involving, as they do, important public principles; and that the shareholders should (by their presence or vote, no other sacrifice being required) support this committee whilst "protesting against the legality of the directors' acts, and denying all liability."

IV. In the meantime, it is to the interest of every scrip and shareholder to communicate to this committee his sentiments hereon, and the particulars relating to his shares and scrip; much benefit will accrue to him and the general body by so doing: in the absence of that co-operation, the committee will conclude that each such shareholder will himself look to his own protection,

Under protest against the legality of the Company, its acts, and the acts of the "Directors," and without prejudice to the alleged shareholders, and denying all liability,

By order of	Capt. T. Warrington, Rev. D. Robinson, J. A. Gallini, W. Yates Freebody, C. E., Chas. Nash (Hon Sec.),	} Honorary Committee. Nov. 1849.

52, Parliament-street, London;
where Requisitions and Petitions will lie for Signature,
without Expense to the Signers.

Appendix I.

ILLUSTRATIVE of Railway Management by persons who are on the Direction of several Companies, and as material for the consideration of the Shareholders, the following Analysis of the Allotments and Disposal of Shares in the 3 W.'s Co. is presented. It will be seen that whilst in 1845 the General Public only obtained from 1 to 50 Shares, the Directors and Officials and their connections obtained many hundreds each, though not holding 1-50th of them now.

The "actual Receipts of Deposits" on Shares up to June 1846, taken from the Directors' Return, is (for 12 months) } Shares.
£. 95,401 10 6 on } 63,601

Or little more than one-half the number of Shares.

The "Share Register" and Directors' Accounts (1846-9) show the Total "Shares Registered" and "Deposits paid" upon 75,186
Which include the Fictitious or Friendly Subscribers in 1846, for - - - - 14,173 Shares } or, together, 25,375
And for 9,375 (as 3-4ths of 12,500), afterwards treated in 1848 as - - - - 11,200 " }

REAL ALLOTMENTS in 1845 out of 100,000 Shares, only - - - - - 49,811

	Allotments, &c., 1845.	Signed in 1846 for Shares (A.)	Signed in 1848 for (B.)	TOTAL Shares.
7 Provisional Committee, &c., of 3 W.'s (also Directors of the G. W. R., South Wales, South Devon, Bristol and Exeter, Oxford and Wol- verhampton, Birmingham and Oxford (2 of the Cork and Water- ford), and other Companies) - - - - - took	{ 1,442 n p 316 }	2 for 2,113	- - -	3,871
3 other Directors of G. W. R lines - - - - -	{ 50 n p 275 }	- - -	- - -	325
1 Director of ditto - - - - -	- none.	- - -	- - -	-
12 Directors of South Wales Co. (Provisional Committee, &c., of 3 W.'s in 1845), including 1 Cork and Waterford - - - - -	{ 1,078 n p 674 }	2 for 1,500	1 for 750	4,802
3 Ditto took none - - - - -	- none.	- - -	- - -	-
4 Directors of So. Wales Co., and "Directors" of 3 W.'s Co. (46-48) -	878	4 for 3,500	1 for 1,000	5,378
2 Directors of South Wales and 3 W.'s Co. - - - - -	- none.	- - -	- - -	-
2 South Devon Co. Directors, and Solicitor - - - - -	875	- - -	- - -	875
2 Bristol and Exeter Directors, not P. C. of 3 W.'s (50 n p) - - -	65	- - -	- - -	65
3 Bristol and Exeter Directors, and P. C. of 3 W.'s Co. - - - -	200	- - -	- - -	200
2 Ditto and G. W. R. Directors, and P. C. of 3 W.'s - - - - -	- none.	- - -	- - -	-
Mr. Rufford and 2 Officials, of "Ox. Wor. and Wolverhampton" -	- - -	2,000	- - -	2,000
Solicitor of ditto - - - - -	n p 80	- - -	- - -	80
Director of "Wilts. S. and Weymouth," Auditor of 3 W.'s (and his brother) - - - - -	100	- - -	- - -	100
5 P. C., afterwards "Directors" of 3 W.'s Co. - - - - -	6,833	9,113	2 for 1,750	17,696
24 P. C. of 3 W.'s Co. (Local Landowners, &c.), including 2 more } "Cork and Waterford," (150 n p) - - - - -	602	1 for 500	2 for 2,500	3,602
11 Local "Provisional Committee" took - - - - -	3,833	1 for 50	3 for 1,500	5,383
8 More "Cork and Waterford Co." Directors - - - - -	- none.	- - -	- - -	-
	1,050	- - -	- - -	1,050
Connections, &c., of Directors of 3 W.'s Co. - (known)—(630 n p)	12,318	10 for 9,663	7 for 5,750	27,731
Ditto - - - - - (unknown)	3,732	- - -	5 for 2,500	6,232
11 Officials, Auditor, and Connections of So. Wales Directors (known)	790	2 for 650	- - -	1,440
Ditto - - - - - (unknown)	- - -	- - -	- - -	-
Officials, Auditor, &c., of G. W. R. Co. - (known)—(1,145 n p)	10,935	- - -	- - -	10,935
Ditto - - - - - (unknown)	- - -	- - -	- - -	-
18 Officials, Solicitors, &c., of 3 W.'s Co. - (known)—(200 n p)	1,090	6 for 3,800	6 for 1,125	6,015
Ditto - - - - - (not yet known)	- - -	- - -	- - -	-
Shares - - -	28,865*	14,113	{ 9,375 paying £. 18,750 }	52,453
These three Columns make to Directors and Officials - - - - -	- - -	- - -	- - -	-
Add.—Officials to make up the (12,500 or) 11,200 Shares to "S. W. Co." in 1848; of which only 9,375, included above, say } to make the 11,200 Shares - - - - -	- - -	- - -	{ 1,825 11,200 }	1,825
To other Friends (names not recognized) of Directors and Officials of said Coa.; other Members of Parliament (not included above), Officers of Parliament, &c., some thousands, but say only } To Members of the Press - - - - - (above)	3,000	- - -	- - -	54,238
	900	- - -	- - -	5,000
	- - -	- - -	- - -	900

Thus making a Total to Directors, Officials, and known Connections of about 60,000 Shares.

To rest of Public (strangers) in Allotments of 1 up to 50 Shares,—

So as to make up the "Total Allotments" in 1845 of 72,956 Shares, or the Shares "paid up" to June 1846, of only } 63,601
(including above, column 1) - - - - -

Or to make up the Total Registered Dec. 1846-9, as paying "Deposit," of only (including columns 1, 2 and 3) - 75,168

(The Names will be given in next Report.)

Gentlemen,

* Of the above 28,865, above 3,000 never paid upon their "Allotment Letters," and the letters n p point out some of those who did "not pay," but were returned as "Defaulters" up to June 1846.

Office of Commissioners of Railways, Whitehall,
4 January 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 3d instant, &c.

I have, &c.

(signed)

G. Godolphin Osborne,
Ass. Sec.

Messrs. Lewis & Nash.

(No. 339.)

Sir,

52, Parliament-street, 31 January 1850.

THE Committee, and some other shareholders in the Waterford, Wexford, Wicklow and Dublin Railway Company, are anxious to bring before the Commissioners of Railways their views, and desire to support a Bill for the dissolution of Incorporated Companies, and solicit that the Commissioners will receive a deputation thereon at their convenience.

We have, &c.

(signed)

Lewis & Nash, P. A.

To Captain Harness, R. E.
&c. &c.

(No. 103.)

Office of Commissioners of Railways, Whitehall,
1 February 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to inform you, in reply to your letter of yesterday's date, requesting an interview on the part of the Waterford, Wexford, Wicklow and Dublin Railway Company, that the Commissioners think it desirable a written memorial on the subject referred to, and signed by the parties interested, should be presented to them in the first instance, by the contents of which they will be better able to judge of the necessity for seeing those parties.

I have, &c.

(signed)

H. D. Harness,
Capt. Roy. Eng.

Messrs. Lewis & Nash.

Waterford, Wexford, Wicklow, and Dublin Railway Committee,
52, Parliament-street, 7 February 1850.

Sir,

WE beg to hand you a full Return to the Order of the House of Lords of May 1849, as to Railways, &c.

We have the honour to be
Your obedient Servant,

To Captain Harness, R. E.
&c. &c.

Charles Nash, Hon. Sec.

RETURN OF THE SHARE CAPITAL, &c. OF THE COMPANY.

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY COMPANY.

ORDER OF THE HOUSE OF LORDS.	A N S W E R S.
1. Return of the Share Capital of every Railway in the United Kingdom.	Nominal Capital, Two Millions, under first Act incorporating the Company, 1846, in 100,000 Shares of 20 l. each; Deposit, 30 s.
2. The Capital authorized to be raised by their Acts of Parliament.	Under second Act, 1847, the Company authorized to proceed with portions of the Line; and, "when One and a Half Millions (75,000 Shares) shall have been actually subscribed for, to exercise all the powers of their Acts for construction of Railway." By a third Act (1848) the "South Wales Company" was authorized "to subscribe for 12,500 Shares in this Company, and nominate a Majority of the Directors." The latter has been done. No additional subscriptions have been made to this Company's Capital, but 11,200 Shares stand in the names of Three Directors, subject to "Conditions for making no more Calls upon them, nor unless this Company showed the means of going to Wexford,"—an idea long since abandoned. (a) The "Register of Shareholders," though nominally containing 75,186 Shares, yet being so composed as to have exhibited in June 1849 only 18,000 paying the last Call (made February 1848), and 57,000 in arrear of calls, the Directors <i>proposed</i> (Report and Meeting, August 1849), "to reduce the Line from 160 miles to 23 miles, and to absolutely reduce the Capital to Half a Million, by consolidating three 20 l. Shares into two of 10 l. each." A <i>Bill</i> has been introduced into Parliament (1850) to "shorten the Line, and to call up 10 l. on each Share, and when Half a Million (being 20 l. each on 25,000 Shares) shall have been <i>realised</i> , not to make more Calls of Capital without consent of a majority of Shareholders at a general meeting." The Capital authorized to be raised is Two Millions, besides 666,000 l. on "Loan," when half of the Capital is paid up under the first Act. (b) The "Subscription Contract" deposited in Parliament, Session 1846, for Three-fourths of the estimate of Two Millions, or 75,000 Shares, including original allottees of 1845, June, for - 43,954 Shares. (Of the June 1845 allotments, there were) 6,000 not signing contract - - - 6,000 " And 9,355 allottees not paying) - - - 9,355 It also included holders of "Allotment Letters," &c. for 700 " friendly and other subscribers (2d and 3d Columns (A.) of Appendix I.) about - - - 30,000 Original allottees, further - - - Thus making up the Three-fourths of estimate (100,000 Shares), or 75,000 Shares required by the "Standing Orders." Total Shares 100,000 The actual <i>Capital</i> is thus disposed of: (c) The "Allotments" were in June 1845:— Total allotted up to June 1846, Shares - - - 72,956 (See Returns to Parliament, June 1846, under Sessional Resolutions, Appendix 3.) In the Returns of "actual Receipts" from original allottees on allotments up to February 1846, the number paying was only - - - 63,601 (who paid 30 s. per Share, or 95,401 l. 10 s. 6 d.) Thus exhibiting a deficiency of original allottees numbering 9,355 Shares; and that little more than half the Capital taken up before the panic - - - 9,355 The "Return" shows that up to June 1846 these "Defaulters, in not paying on their allotment letters," were reduced by 385 to - - - 8,970 Leaving "Original allotments taken up to June 1846" (including Column 1, of Appendix I.) Shares - - - 63,966 (d) After the panic of 1845, Shares were signed for (1846) in Subscription Contract (Column 2, Appendices A. and I.) to extent of - - - (*) - 14,173 Which made up the Three-fourths required by the Standing Orders of Parliament existent in Session of 1846. (e) In 1848 Shares were signed for (Column 3, Appendix I.) for 9,875 Shares (as Three-fourths of 12,500 Shares for the South Wales Company), which were afterwards increased to only - - - (b) - 11,200

ORDER OF THE HOUSE OF LORDS.

A N S W E R S.

Answer to Questions 3, 4, 5—continued.

3. The Number of Shares issued, and Number allotted to each Director, Committee-man, or other Person connected with the Company.
4. Amount of each Share.
5. Number of Shares reserved, and for what Purpose, and how disposed of, and to whom.

(f) The total Shares returned as paying in to the Funds the first Deposit of 30 *s.* up to December 1846, and so on to December 1849, are - - - - - 75,186

Which include the above - - - - - {^(a) 14,173 } 25,375
 {^(b) 11,200 }

So that the *real* allotments in 1845-46 were not more than 49,811
 Out of - - - 100,000

(g) As the "Parliamentary Deposit" required was 10 per cent., or - - - - - £. s. d. 150,000 - - {being 30 *s.* per Share on 100,000 Shares, and the "Returns," 1846, showed only gross Receipts at date of Petition for Bill, 6th February 1846, of - - - 95,401 10 6 on "Allotments,"

there was a deficiency in that respect alone of 54,598 9 6 and as part of the Deposits had been used for "Expenses" to extent (to February 1846) of - - - 12,425 12 11 there was a De-

fiency for Parliamentary Deposits of 67,024 2 5 as per Sessional Returns, 1846, annexed hereto.

- (h) That deficiency of cash, to enable the Promoters to comply with the Standing Orders, was met by "Loans" from other Companies; *i. e.*

From Great Western Railway Company 8,000 - -
 From the Oxford, Worcester, and Wolverhampton Railway Company - 10,000 - -
 From the Kingstown Railway Company 12,000 - -

Added to "Deposits received on Allotments" - - - - - 30,000 - -
 95,401 10 - only,

Making a Total Cash Receipt of - 125,401 10 - only,
 applicable to Expenses, and the Parliamentary Deposits of 150,000 *l.*

Further Loans were obtained from other Companies to make up the Deposits. Those Loans were repaid after the Act had passed, with Interest, as appears by the Returns under the "Sessional Orders of 1846."

The *Names* are stated in "Appendix A." "Appendix I." contains the *Totals*, showing that—

The Provisional Directors, Committee-men, Committee of Management, &c. obtained the following total "Allotments" and "Issue" of Shares:—

	Allotments, 1845. (Col. 1. App. I.)	Signatures, 1846, for Shares. (Col. 2. App. I.)	Signatures, 1848, for Shares. (Col. 3. App. I.)	TOTAL.
Directors and Committee - -	12,318	9,663	5,750	27,731
Officials and Connexions of Company - -	16,547	4,450	3,625	24,622
	28,865 in 1845.	14,113 in 1846.	9,375	52,453
Officials, &c. further, to make up the 11,200 Shares for the South Wales Company, 1848	- - -	- - -	1,825	1,825
			11,200 in 1848.	
			<i>Total Shares</i> - - -	54,238

to Officials, &c. of the Company, out of the 75,186 registered as paying the Deposit of 30 *s.* per Share on Three-fourths of Capital February and December 1846, and as Shareholders in December 1849.

ORDER OF THE HOUSE OF LORDS.	A N S W E R S.			
3. The Number of Shares issued, and Number allotted to each Director, Committee-man, or other Person connected with the Company.	<i>Answer to Questions 3, 4, 5—continued.</i>			
4. Amount of each Share.	(j) The "Shares forming the Capital" of 100,000 Shares are thus explained and disposed of:—			
5. Number of Shares reserved, and for what Purpose, and how disposed of, and to whom.	Shares to Directors, Officials, &c. (in Accounts up to December 1846.) (Cols. 1. 2. 3. App. I.) - - - 54,238			
	Add other Shares allotted } to the Public - - - 9,363			
	other Shares issued - }			
	To make up the Total of February 1846, "paying First Deposit," mentioned in "Sessional Return, 1846," as "allotted" - - - 63,601			
	Other Shares allotted and "issued," but not paid upon, (by original allottees or purchasers of their allotment letters,) to June 1846 - - - *0,355			
	to make up the "total allotments" returned to Parliament in June 1846 of - - - 72,956			
	The "Reserve" Shares, taking them, not at time of general allotment in June 1845, but at time of Sessional Returns, 1846, June, were therefore (besides the *9,355 not paid upon) - - - 27,044			
	Thus making up the total Shares into which Capital divided of - - - 100,000			
	(k) Brought down the total Allotments returned to Parliament, 1846 (paid and unpaid) - - - 72,956			
	In December 1846 and December 1849 the Directors' Accounts to their Shareholders showed total Shares paying First Deposit of 30 s. to be 112,789 <i>l.</i> , or Shares 75,186.			
	It follows that after June 1846 this number were paid upon - 2,230			
	Making the actual subscription, 1846-49, (including Cols. 2 and 3, and the South Wales Company's Subscription,) as per Directors' Accounts and Shareholders' Register - - - 75,186			
	(N.B.—Not one-fourth of these exist, or are in responsible hands.)			
6. When the Calls on such Shares became due.	Calls became due as follows:—			
7. When received.	The Deposit of 30 s. per Share on Shares. £. s. d.			
	16th July 1845.			
	Paid up to February 1846 by only - 63,601 or 95,401 10 -			
	Paid up to June 1846 by further - 385 or 577 10 -			
	So as to make up - - - 63,986 or 95,979 - -			
	Subsequent Payments up to December 1846 (South Wales Company's, Col. 2. App.) to 1849 - - - 11,200 or 16,800 - -			
	Making up the total Deposits of December 1846-49 - - 75,186, paying 112,780 - -			
	Second Call of 10 s. made 20th Feb. 1847.			
	Paid up to January 1848 by (including South Wales Company's Shares) - - - 23,665 11,832 16 -			
	Further Payments up to Midsummer 1849 - - - 2,416 1,208 - -			
	Making Total of - - - 26,081 paid 13,040 16 -			
	Third Call of 20 s. made March 1848.			
	Paid up to Midsummer 1849 by (including 11,200 South Wales Company's, Col. 2. App.) - - - 18,137 18,137 - -			
	Advances on Shares - - - 210 - -			
	Total Receipt of Capital to July 1st, 1849 - 144,166 16 -			
	N.B.—To complete the Line, Kingstown to Wicklow (23 Miles) the Engineer estimates will require - - - £. s. d. 420,270 18 1			
	Of which there has been "expended in Land and Works, &c." - - - 52,191 13 7			
	Leaving to be provided - - - 368,097 4 6			
	Besides Costs of the Company, Management, &c.			
	The Share Register exhibits (as above) only 18,000 responding to the Calls, most of whom paid and transferred.			

ORDER OF THE HOUSE OF LORDS.	A N S W E R S.																																																														
8. The Capital or Monies raised by each Railway in the United Kingdom on Loan, or on the Security of their Debentures, or otherwise.	Having to make the Parliamentary Deposits of 75,000 l. and 75,000 l., and having expended 12,425 l. and l. for expenses out of the 95,401 l. received, in 1846 the Directors of this Company borrowed on Loans, to enable it to comply with the Standing Orders of Parliament, and to obtain its Act of Incorporation, from the following Companies, some of whose Directors were also Directors of this Company, the following sums:— Of the Great Western Railway Company - £. 8,000 Of the Oxford, Worcester, and Wolverhampton Company - - - - 10,000 Of the Kingstown Railway Company - - - 12,000 To assist in Deposit for Commons - £. 30,000 (App.3.) After making that Deposit of 75,000 l. a further 75,000 l. was required for the Lords. Other Loans were also made, to enable this Company to comply with that 10 per Cent. Deposit required by the House of Lords, of above 36,000 l. at Interest. These private Loans were repaid when the Bill had been obtained, and the Deposits were received back. At this period the original Shares had only paid Deposits upon Six-tenths of the total Shares of the Company, from which had been deducted said 12,425 l., and l. towards "Expenses;" whereas the total of the Deposit, 30 s. on the total Shares (100,000), was required for the Parliamentary Deposit of 150,000 l. alone, and only 95,401 l. 10 s. had been the "gross Receipt from the Shareholders" at that time.																																																														
9. When such Debentures were issued.	No Debentures were issued.																																																														
10. Date of Act of Parliament sanctioning such Issue of Debentures.	No Act of Parliament was obtained, these transactions being private between the Directors only of the two Companies.																																																														
11. Amount of each Debenture.	No Debenture given.																																																														
12. Rate of Interest paid to the Lender, and any other Terms agreed on for the Purpose of raising Money.	Interest at the current rate of 5 @ 6 per Cent. paid. The Directors of some of the Companies signed the Subscription Contract as if for Shares (Cols. 2 and 3, App.)																																																														
13. Term for which such Loan was made.	Until Bill passed, and deposits obtained back.																																																														
14. Commission or other Sum paid by the Railway Companies to the Broker or Agent for obtaining Loans on the Security of Debentures, or otherwise.	The ordinary Commission to Bankers paid for Loans through them.																																																														
15. Cost of Construction of each Railway and each Branch Railway, exclusive of Land Purchases, Parliamentary Expenses, and Law Charges.	Up to June 30th, 1849, the "Payments" for Cost of the Works have been (including Incidentals)—Two Miles are in hand—41,080 l. 3 s. 3 d.																																																														
16. Law Charges, and stating whether taxed or not.	Law Charges <i>since</i> Incorporation, besides those charged under the other Heads (not taxed), 9,935 l.																																																														
17. Money expended in Purchases of Land and Property, distinguishing the Expenses and Charges from the Price of the Land.	Land and Compensation and incidental Law Charges not separated in Accounts, 11,111 l. 10 s. 4 d.																																																														
18. Parliamentary Expenses.	<table><tr><td></td><td>£.</td><td>s.</td><td>d.</td></tr><tr><td>The Expenses of the Act of Incorporation were -</td><td>41,934</td><td>2</td><td>-</td></tr></table> The Items are not separated in the Accounts, but the following is a Summary of them:— <table><tr><td></td><td>£.</td><td>s.</td><td>d.</td></tr><tr><td>Parliamentary Agents, Fees to the House, &c.</td><td>2,321</td><td>-</td><td>11</td></tr><tr><td>Parliamentary and Law Expenses, Witnesses, &c.</td><td>16,250</td><td>-</td><td>-</td></tr><tr><td>Engineering Expenses, Admiralty, Cost of Opposition, &c.</td><td>-</td><td>672</td><td>2</td></tr><tr><td>Engineering Expenses</td><td>-</td><td>10,735</td><td>4</td></tr><tr><td>Traffic Estimates</td><td>-</td><td>552</td><td>3</td></tr><tr><td>Advertising and Printing</td><td>-</td><td>972</td><td>11</td></tr><tr><td>Travelling Expenses</td><td>-</td><td>630</td><td>5</td></tr><tr><td>Office Expenses, &c.</td><td>-</td><td>2,943</td><td>13</td></tr><tr><td>Bank Commission on Deposit for Parliament</td><td>-</td><td>337</td><td>10</td></tr></table> <table><tr><td>Paid to December 1846</td><td>-</td><td>-</td><td>-</td><td>35,414</td><td>10</td><td>6</td></tr><tr><td>Paid December 1846 to June 1847</td><td>-</td><td>-</td><td>-</td><td>6,519</td><td>11</td><td>6</td></tr></table> £. 41,934 2 -		£.	s.	d.	The Expenses of the Act of Incorporation were -	41,934	2	-		£.	s.	d.	Parliamentary Agents, Fees to the House, &c.	2,321	-	11	Parliamentary and Law Expenses, Witnesses, &c.	16,250	-	-	Engineering Expenses, Admiralty, Cost of Opposition, &c.	-	672	2	Engineering Expenses	-	10,735	4	Traffic Estimates	-	552	3	Advertising and Printing	-	972	11	Travelling Expenses	-	630	5	Office Expenses, &c.	-	2,943	13	Bank Commission on Deposit for Parliament	-	337	10	Paid to December 1846	-	-	-	35,414	10	6	Paid December 1846 to June 1847	-	-	-	6,519	11	6
	£.	s.	d.																																																												
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	Parliamentary Charges up to Incorporation are included in "Cost of Act," 41,934 l. 2 s.																																																														
	Parliamentary Charges <i>since</i> Incorporation, besides Charges included in Land, Works, &c., are included in above, No. 16.																																																														

ORDER OF THE HOUSE OF LORDS.

A N S W E R S.

18. Parliamentary Expenses.

Answer to Question 18—continued.

This Company has also paid, *since* Incorporation :—

	£.	s.	d.
To Kingstown Company, Cost of their Act for their "Extension to Bray, &c., 1846" - - -	7,250	-	-
Office Expenses since Incorporation, to 30th June 1849 (on account), including Directors 1,000 l. a Year, Secretary 1,000 l. a year - - -	8,311	2	4
Advertising, &c. - - -	1,344	2	3
Travelling Expenses, Directors, Secretary, &c. -	464	7	9

The gross Expenditure of the Company has been, up to 30th June 1849 - - - - - 130,837 3 7

19. Engineers' Charges.

Engineers' Charges up to Incorporation included in "Cost of Act."
Ditto, *since* Incorporation, to June 1849, on account, 9,271 l. 8 s. 5 d.

20. Cost of Railway Plant.

21. Amount entered in each Year's printed Account for Depreciation of Plant.

22. Total annual Receipts from Passengers or Goods from the first opening of any Portion of the Railway.

23. Total annual Expenditure contingent on the working of the Railway, exclusive of the Interest paid to the Debenture Holders and others.

24. Mode by which the fixed Dividends which have been paid to the various Shareholders were ascertained.

Not applicable.

Interest to the Shareholders, at Four per Cent. on Calls paid, has been allowed up to June 1849, but not paid since.

The "*Balance in hand*, June 1849," was nominally only 13,329 l. 12 s. 5 d., as stated in the Accounts submitted at the Meeting, but of which 8,600 l. was out on private Loan to the Great Western Company,—a Balance of a larger Loan, beginning in 1846, at Four per Cent. only. The same remark applies to each printed half-yearly Account from December 1846, submitted to the Shareholders.

25. The Loans made by each Railway Company to any other Railway Company or Person, to whom and when, at what Rate of Interest, and when repaid.

In 1846 this Company lent to the Great Western Company above 51,015 l. at Four per Cent. The same Directors were on the Board of each Company, and these Loans were unknown to the Shareholders, and not set forth in the "printed Accounts."

Also a further Loan of 10,000 l. at Five per Cent.

Those Loans were reduced by gradual Instalments spread over Three-and-a-Half Years.

26. Amounts of Subscription paid and agreed to be paid, and Guarantees given or agreed to be given, of Capital or Interest, by any Railway Company or Person to any other Railway Company or Person; when paid or given or agreed upon, and for what Purposes; of whom the Shares were taken.

By an Agreement made 1846-47 this Company is to lease the Kingstown Line and Dalkey Line at 34,000 l. a year:

Also to pay that Company a *Moisty* of the *gross* Receipts above 55,000 l. a Year.

This Company also to take the Dalkey Atmospheric Plant;

To widen the Gauge of the Kingstown Line, &c. :

To take the stock of both Companies. (Cost 42,000 l.)

This Company also paid them their expenses of their Bray Act, 7,250 l. The average Receipts of the Kingstown Company has been about 1,000 l. a Week, or 52,000 l. a year; the Expenses about 66 per Cent., or 660 l. per Week, or 34,000 l. per Year.

27. The Date of any Act of Parliament, or the Powers and Authorities of every Railway Company to subscribe to or hold Shares or Interest in any other Railway Company, and to what Extent.

By Statute 11 & 12 Vict. c. 29, 1848, the South Wales Company were authorized "to subscribe for 12,500 Shares, or 500,000 l., in this Company, and to nominate a Majority of the Directors of this Company."

The Nomination has been made, but that "Company" is not entered in the Register of Shareholders of this Company, nor any further Payment for Subscriptions, nor any further Shares taken, than returned in December 1846.

The 11,200 Shares mentioned (Col. 3) above are entered in the "Register," in the names of Three individual Directors of the South Wales Company.

It is also said that those Shares are only taken on "Conditions," and that no further "Calls" can be made upon them.

Appendix I.

The "actual Receipts of Deposits" on Shares up to June 1846, taken from the Directors' Return, is (for Twelve Months) 95,401 l. 10 s. 6 d. on - - - - - 63,601 Shares.

Or little more than One-half the Number of Shares.

The "Share Register" and "Directors' Accounts" (1846-49) show the total "Shares registered" and "Deposits paid" upon - - - - - 75,186

Which include the fictitious or friendly Subscribers in 1846 for 14,173 Shares - - - - - } or together 25,375
And for 9,375 (as Three-fourths of 12,500) afterwards treated in 1848 as 11,200 - - - - - }

Real Allotments in 1845 out of 100,000 Shares, only - - - - - 49,811

	Allotments, &c., 1845.	Signed in 1846 for Shares (A.)	Signed in 1848 for (B.)	Total Shares.
7 Provisional Committee, &c. of 3 W's (also Directors of the G. W. R., South Wales, South Devon, Bristol and Exeter, Oxford and Wolverhampton, Birmingham and Oxford (2) of the Cork and Waterford), and other Companies), took	1,442 n.p. 316	2 for 2,113	- - -	3,871
3 other Directors of G. W. R. Lines	50 n.p. 275	- - -	- - -	325
1 Director of G. W. R. Lines	none.	- - -	- - -	-
12 Directors of South Wales Company (Provisional Committee, &c. of 3 W's in 1845), including 1 Cork and Waterford	1,878 n.p. 674	2 for 1,500	1 for 750	4,802
3 Ditto took none	none.	- - -	- - -	-
4 Directors of South Wales Company, and "Directors" of 3 W's Company (46-48)	878	4 for 3,500	1 for 1,000	5,378
2 Directors of South Wales and 3 W's Companies	none.	- - -	- - -	-
2 South Devon Company Directors and Solicitor	875	- - -	- - -	875
2 Bristol and Exeter Directors, not P. C. of 3 W's (50 n. p.)	65	- - -	- - -	65
3 Bristol and Exeter Directors and P. C. of 3 W's Company	200	- - -	- - -	200
2 Ditto and G. W. R. Directors, and P. C. of 3 W's	none.	- - -	- - -	-
Mr. Rufford and 2 Officials of "Ox. Wor. and Wolverhampton"	- - -	2,000	- - -	2,000
Solicitor of ditto	n.p. 80	- - -	- - -	80
Director of "Wilts, S. and Weymouth," Auditor of 3 W's (and his Brother)	100	- - -	- - -	100
5 P. C., afterwards "Directors" of 3 W's Company	6,833	9,113	2 for 1,750	17,696
24 P. C. of 3 W's Company (local Landowners, &c.) including 2 more "Cork and Waterford," 150 n. p.)	602	1 for 500	2 for 2,500	3,602
11 Local "Provisional Committee" took	3,833	1 for 50	3 for 1,500	5,383
8 more "Cork and Waterford Company" Directors	none.	- - -	- - -	-
	1,050	- - -	- - -	1,050
Connexions, &c., of Directors of 3 W's Company (known) (620 n. p.)	12,318	10 for 9,663	7 for 5,750	27,731
Ditto (unknown).	3,732	- - -	5 for 2,500	6,232
11 Officials, Auditor and Connexions of South Wales Directors (known)	790	2 for 650	- - -	1,440
Ditto (unknown).	- - -	- - -	- - -	-
Officials, Auditor, &c., of G. W. R. Company (known) (1,145 n. p.)	10,935	- - -	- - -	10,935
Ditto (unknown).	- - -	- - -	- - -	-
18 Officials, Solicitors, &c. of 3 W's Company (known) (200 n. p.)	1,090	6 for 3,800	6 for 1,125	6,015
Ditto (not yet known).	- - -	- - -	- - -	-
Shares	28,865*	14,113	9,375 (paying 18,750l.)	
These Three Columns make to Directors and Officials - - - - -	- - -	- - -	- - -	52,453
Add—Officials to make up the (12,500 or) 11,200 Shares to "S.W." Company in 1848, of which only 9,375 included above, say to make the 11,200 Shares	- - -	- - -	1,825	1,825
To other Friends (Names not recognized) of Directors and Officials of said Companies, other Members of Parliament (not included above), Officers of Parliament, &c., some Thousands, but say only	5,000	- - -	11,200	54,238
To Members of the Press (above)	900	- - -	- - -	900

Thus making a Total to Directors, Officials and known Connexions of about 60,000 Shares.

To rest of Public (Strangers) in Allotments of 1 up to 50 shares.

So as to make up the "total Allotments" in 1845 of 72,956 Shares, or the Shares "paid up" to June 1846, of only (including above Column 1) 63,601

Or to make up the total registered Dec. 1846-49, as paying "Deposit," of only (including Columns 1, 2, 3) - - - - - 75,186

(The Names given in next Appendix.)

* Of the above 28,865, about 3,000 never paid up on their "Allotment Letters;" and the Letters n. p. point out some of those who did "not pay," but were returned as "Defaulters" up to June 1846.

Appendix A.

Note.—"Pr." means Promoter; "P.C." Provisional Committee-man; "C.M." Committee of Management; "P.D." Provisional Director; "D.G.W.R." Director Great Western Railway Company; "S.W." Director South Wales Company; "D.W." Director of 3 W.'s Company; "R.P." Registered Promoter.

Shares allotted and issued	In 1845, June Allotments taken up	- - -	63,986
	Not taken up to June 1846	- - -	8,970
	Total Allotments	- - -	72,931
	Total registered	- - -	75,186 shares

Including the following:

	Shares allotted in 1845. (1.)	Shares signed for, 1846, after Panic. (2.)	Shares signed for, 1848. (3.)
<i>Officials of Waterford, &c., Company.</i>			
Robert Fred. Gower, Merchant, London, Pr., P.C., C.M., P.D., D.G.W.R., S.W., D.W., R.P.	50	1,000	
Fred. Pratt Barlow, Attorney, London, Pr., P.C., C.M., P.D., D.G.W.R., S.W., D.W., R.P., Director of Cork and Waterford Company (and Family), C.	890	1,113	
Wm. G. Hayter, M.P., Pr., P.C., C.M., P.D., D.G.W.R., S.W., D.W., R.P.	138		
Sir Thos. Esmonde, Bart., M.P., County Wexford, Pr., P.C., P.D., C.M., D.W., R.P.	50	1,000	1,000
John Crosthwaite, Liverpool, Auditor of G.W.R., Director 3 W.'s, Pr., P.C., P.D., C.M., D.W., R.P.	50		
Stephen Ram, Gorey, P.R., P.C., P.D., C.M., D.W., R.P.	300		
Louis Vigurs, of London, Merchant, Pr., P.C., P.D., C.M., R.P., D.W., Director Vale of Neath Company, &c.	70	1,000	
Earl Courtown, Gorey, Pr., P.C., P.D., C.M., D.W., R.P.	52	-	1,500
Col. Acton, M.P., Wicklow, P.R., P.C., P.D., D.W., R.P.	50		
Thos. Wyse, M.P., Waterford, Pr., P.C., C.M., D.W., R.P.	100		1,000
Viscount Barrington, M.P., Director G.W.R. and South Wales Companies, P.R., P.C., C.M., R.P.	50		
T. N. Redington, M.P., Kilcorman, Pr., P.C., C.M., R.P.	138	not paid.	
Viscount Duncannon, M.P., (now Earl Bessboro'), P.C., C.M., P.D., D.W., Director Cork and Waterford Company	none.		
And his family	100	500	
Daniel Tighe, County Wicklow, P.C., P.D., C.M., D.W.	40 & 50		
His Brother	200		
John Mc'Donnell, Broad-street, P.C., P.D., C.M., D.W., S.W., Director of Llynvi Valley Company	50		
Pat. Douglas Hadow, Regent's Park, P.C., P.D., C.M., D.W., S.W., Director Cork and Waterford Company	-	1,000	
E. W. Mills, Banker (Glyn and Co.'s), Pr., P.C., D.G.W.R., S.W., R.P.	none	500	
Fred. Ricketts, London, Pr., P.C., R.P., Director G.W.R., Bristol and Exeter, and Cork and Waterford Companies	178		
David Lewis, Strady Llanelly, Pr., P.C., D.S.W., Director of Llanelly, Vale of Neath, D.W., R.P.	none.		
His Brother, Stephen Lewis, Mercer, Regent's-street, Director Swansea Valley, South Wales, 3 W.'s Companies	188	paid.	
Thomas Meagher, M.P., Waterford, Pr., P.C., R.P., D.W., Director of Waterford and Limerick Company	40	not paid.	
Capt. Robt. Owen, Marlfield, Gorey, H.P., Agent to Earl Courtown, Pr., P.C., R.P. (Land Agent to Company)	478	1,000	
His Brothers Richard and George Owen	50		
Viscount Stopford, Gorey, Son of Earl Courtown, Pr., P.C., R.P., D.W.	50 & 196	50	
Chas. Tottenham, Co. Wexford, Pr., P.C., R.P.	110		
James Power, M.P., Edermine, Co. Waterford, Pr., P.C., R.P.	5		250
Miss Power, ditto	132		1,000
J. W. Miles, Banker, Bristol, Director of G.W.R., R.P.	5		250
Ralph Osborne, M.P., Co. Kilkenny, C.M., Prov. Director	50	not paid.	
Earl of Bessboro', County Waterford (deceased), P.C., P.D.	50		
D. A. S. Davies, M.P., P.C., Director South Wales, 3 W.'s, Vale of Neath Companies, D.W.	none.		
	500		
	none.		
	40	not paid.	
<i>Provisional Committee-men.</i>			
James Gibbs, Bristol, Director Bristol and Exeter, South Wales Junction Companies	none.		
Major John Boyd, Ireland	none.		

	Shares allotted in 1845. (1.)	Shares signed for, 1846, after Panic. (2.)	Shares signed for, 1848. (3.)
R. S. Carew, M.P., Wexford - - - - -	none.		
Col. Loftus Owen, D.S.W. - - - - -	20	- - -	750
William Watson, Bristol, Director Bristol and Exeter Company - -	50		
Edward Symes, Bayly, Ballyarthur - - - - -	5		
Thomas Barnwall, Bank, London - - - - -	25		
His Brothers - - - - -	100		
M. S. Beauman, Co. Wicklow - - - - -	150		
M. Brannan, Ireland (Landowner) - - - - -	none.		
Joseph Boyce, Dublin - - - - -	none.		
Wm. Truelock Bookey, Co. Wicklow - - - - -	100		
Loftus Anthony Bryan, of Dublin - - - - -	10		
Lord Carew, Co. Wexford - - - - -	50		
Thos. Carew, Co. Waterford - - - - -	none.		
T. L. Dennis, Ireland (Landowner) - - - - -	100	not paid.	
Robert Doyne, Co. Wexford (ditto) - - - - -	none.		
Rd. Donovan, Camolin, Co. Wexford - - - - -	none.		
C. H. Doyne, Co. Wexford - - - - -	20		
Jas. Galwey, Clonmel, Agent to Earl Bessboro', Director of Cork and Waterford, Waterford and Limerick Companies - - - - -	200		
John George, Barrister, Dublin - - - - -	345		
John Maher, Co. Wexford, R.P. - - - - -	100		
Hon. Somerset Maxwell, Landowner - - - - -	50		
Richard Morris, of Dunkettle, Cork - - - - -	none.		
His Brother, William Morris - - - - -	100		
Grogan Morgan, M.P., Ireland - - - - -	50		
John Nunn, Ireland, Landowner - - - - -	none.		
Sir John Power, Bart., Edermine, Co. Wexford - - - - -	none.		
Chas. Putland, Bray Head, Landowner - - - - -	50		
Jas. Goddard Richards, Gorey - - - - -	none.		
William Sherrard, of Kilbagget - - - - -	10		
J. Hyacinth Talbot, M.P., Ballytrent - - - - -	30		
Jas. Talbot, Ireland, Landowner - - - - -	50		
Sir B. Morris Wall, Waterford - - - - -	none.		
	50		
<i>Other Directors of the Waterford and Dublin Company.</i>			
Viscount Villiers, M.P., Director of South Wales, Vale of Neath Compa- nies - - - - - C.	178	not paid.	
James Alston, Bryanston-square, Director of South Wales, Llynvi Valley, Swansea Valley, West Cornwall Companies - - - - - C.	288		
Sir J. J. Guest, Baronet, M.P., Director of South Wales, Aberdare, Taff Vale Companies - - - - - C.	40	not paid.	
David Morris, M.P., Bank, Carmarthen, D.S. Wales - - - - -	316		
William Matthews, Edgbaston, Director of South Wales, Llynvi Valley, Oxford and Wolverhampton, Birmingham and Oxford Companies C.	40	not paid.	
C. A. Walker, of Kyle, Co. Wexford, and Bank, Dublin (50) - - - -	138	not paid.	
	none.		
	- - -	- - -	50
<i>Other Directors of South Wales, Great Western, &c., Companies.</i>			
Charles Russell, M.P., Director S.W., G.W.R., Cheltenham, Birming- ham and Oxford, South Devon, Birmingham and Dudley Companies -	186		
George Jones, Bristol, D.G.W.R., South Devon, Dean Forest Companies -	75	not paid.	
Henry Simmonds, Banker, Reading, Director G.W.R., Oxford and Wol- verhampton, Dudley, Birmingham and Oxford, Forest of Dean, Chelten- ham, Wilts and Weymouth Companies - - - - -	200		
William Morgan, of Bristol, Director of Bristol and Exeter, South Devon, South Wales Junction Companies - - - - -	100	not paid.	
Starling Benson, Swansea, P.C. of South Wales Company, Auditor of G.W.R. - - - - -	50		
	100	not paid.	
Col. Hugh Owen, Director of South Wales Company - - - - -	138	not paid.	
	40		
Archibald and A. F. Paull, Leadenhall-street, D.S.W., Swansea Valley Companies, Auditor South Wales Company, &c. - - - - -	200	500	
	340		
Robert Sanders, Southwick-crescent, Director South Wales Company -	138		
J. H. Vivian, M.P., Swansea, D. S.W. - - - - -	378		
	138	not paid.	

N.B.—The Words "Pr." means Promoters; "P.C." Provisional Committee-men; "C.M." Committee of Management; "P.D." Provisional Directors; "D.G.W.R." Director of Great Western Railway; "S.W." Director of South Wales Company; "R.P." Registered Promoter in 1845; "D.W." Director of 3 W.'s Company after Act of Incorporation; "C." Director nominated by South Wales Company under Third Act of 1848; "not paid," that those were returned to Parliament in June 1846 as not having paid on their Allotments of June 1845. The above parties are on the "Register" for less than 2,000 shares in all.

	Shares allotted in 1845. (1.)	Shares signed for, 1846, after Panic. (2.)	Shares signed for, 1848. (3)
<i>Officials, &c. of Waterford Company.</i>			
Rufford, Jno., R. P., Director of Birmingham and Oxford, and Dudley, and Oxford and Wolverhampton Companies	none	500	
Penson, Thos., C. E., Contractor of Oxford, W., and Wolverhampton Company	none	500	
Elgie, F. T., Solicitor, Oxford, W. and Wolverhampton Company	80	not paid.	
Walters, Gregory Seale, Contractor, ditto	-	1,000	
Slade, F. W., Auditor of 3 W.'s, Director of Wilts and Weymouth Company	100		
Gill, Thos., M. P. (South Devon Company)	700		
Read, Joseph, Plymouth, ditto	150		
Pearse, Edmund, Solicitor, ditto	25		
Miller, Dr. Patrick, Bristol and Exeter, South Devon Companies	50	not paid.	
Badham, J. B., Secretary Bristol and Exeter Company	15		
Watson, Wm., Bristol, Prov. Committee-man	50		
Barry, Michael, Barrister, Dublin	-	-	{ 250 not on.
Glasscott, John, Barrister, Dublin	50	-	500
Jones, Robt., Co. Westmeath	-	-	1,000
McCarthy, Misses, Gorey	-	-	{ 2 500
Sedgwick, Dr., Gorey	-	-	250
Carr & Co., Solicitors, Cork	300	-	
Codd, E. S., London, Auditor South Wales and 3 W.'s Companies	100?	-	250
Kane, R. D., Company's Solicitor, Dublin	-	-	250 and }
Kenny, E., Clerk, ditto, Dublin	-	-	100 } not on.
Kerringford, Miss, Dublin, Relation of Mr. Kane	-	-	150
Little, Simon and George, Wexford, Company's Solicitors	50		
Symes, E., Company's Solicitor, Wicklow	50		
Muggeridge, R. M., Company's Secretary	{ 150 5	not paid.	
His Brother	35		
Tatham, H., London, Charing Cross	-	-	125
Whyte, M. B., Barrister, London	50	-	
Collins, Edward, Co. Wexford	-	-	250
Hunt, William, Whitehall, Company's Solicitor, and to G. W. R., South Wales, &c.	50 not paid	500	
Hunt, W. O., ditto	-	1,000	
Hunt, Montagu and Edward, jun., ditto	100		
Elsdale, R. T., Clerk to ditto	-	50	
Stable, J. W., Clerk to ditto	-	250	
Bowden, Jas., Clerk to ditto	30	not paid.	
Beauvoir, Sir J. De, Relation of Solicitor	150		
Heming, C. W., Clerk to Solicitor's Co.	50		
Lowder, W. T., ditto	75	not paid.	
Millett, H. C., ditto	30		
Skidmore, Hy., ditto	15		
Watson, Wm., Clerk to ditto	40		
Vivian, J. W., Clerk to Solicitors, 10, Whitehall	20	not paid.	
Henneth, George, Contractor G. W. R., S. W. Companies, &c.	300	1,500	
Rose, Luke Conway, Secretary G. W. R. Branch Line	-	500	
Armstrong, Nenon, Ex-secretary S. W. Company	100	500	
Bowring, Dr., Director Llynvi Valley, Cork and Waterford Companies	50		
Hudden, G. F., Llanelly Railway	20		
Le Mesurier, F., Llanelly Railway Company	100		
Wood, H. W., Vale of Neath Company	75		
Coke, H. S., Neath, Solicitor to Company	50		
Broke, Sir A. De Capel	-	150	
Atkinson, R., Kirkby Lonsdale, Auditor of G. W. R.	100		
Gore, Hon. R., & C., Woods and Forests	{ 100 40	not paid.	
Ashbee, Jno., Clerk G. W. R. Company	15		
Brooke, W. L., ditto	30		
Brooke, J. W., his Brother, Morning Herald Office	40		
Brooke, G. W., Clerk Paddington Station	10		
Burke, James St. G., Parliamentary Agent to Company and G. W. R. and S. W. Companies	150	not paid.	
Campbell, Wm., Clerk G. W. R. Station	{ 25 5		
Chowne, George, ditto	5		
Hill, Christopher, Swindon Station Clerk	30		
Hyde, Jno., Clerk G. W. R. Company	75		
Iron, W. J., ditto	15		
Kelly, James, ditto	15		
Massey, Charles, ditto	10		

	Shares allotted in 1845. (1.)	Shares signed for, 1846, after Panic. (2.)	Shares signed for, 1848. (3.)
Pyke, James, Accountant, G. W. R. Company - - - - -	50 not paid		
Sewell, J. E., Storekeeper, G. W. R. Company - - - - -	20		
Thompson, David, Clerk, Paddington Station - - - - -	30		
Watson, Robert, ditto - - - - -	20		
Walton, J. D., ditto - - - - -	10		
Ward, R. J., Bath, ditto - - - - -	75		
Connolly, J., Clerk to Company, 449, Strand - - - - -	—		
Fisher, Joseph, Agent to G. W. R. - - - - -	40		
Gooch, Daniel, Paddington, Engineer - - - - -	50		
Hews, Samuel, Clerk to Company - - - - -	30		
Jones, S., Assistant to Engineer, 18, Duke-street - - - - -	20		
Owen, Wm. George, Engineer, S. W., &c. - - - - -	100		
Orton, H. L., Reading, ditto - - - - -	10		
Pulsford, Wm. - - - - -	400		
Pulsford, Robert, M. P. - - - - -	700		
Prinsep, W. H., Stockbroker of Company - - - - -	50		
Pearse, P. J. T., Solicitor of Company - - - - -	30		
Pugh, John, his Clerk - - - - -	40		
Russell, George Lake, Barrister, Brother of Director - - - - -	50		
Stevens, Charles, Solicitor of Company, Old Jewry - - - - -	no	no	on Reg ^r .
Stevenson, Walter, Sub-Secretary of G. W. R., &c. - - - - -	50		
Smith, Joseph, Clerk, G. W. R. Company - - - - -	15		
Saunders, J. F., Eastern Union Company, Secretary - - - - -	100		
Saunders, F. George, Secretary, South Wales, Vale of Neath Company - - - - -	100		
Saunders, A. R. - - - - -	25		
Saunders, Thomas - - - - -	200		
Saunders, Charles Alexander, G. W. R. Company - - - - -	on.		
Thurburn, Alexander, Egypt, Auditor of South Wales Company - - - - -	700		
Wood, Wm., 449, Strand, Secretary, Llynvi Valley, Assistant Sec., 3 W.'s Company, G. W. R. Company - - - - -	100		
Willis, George, ditto, Assistant Secretary, ditto - - - - -	65		
Alston, Barlow, and Lewis ("South Wales Company") on "Register" for 11,200 Shares - - - - -	-	-	11,200

Note.—The above do not include all the names of M. P.'s comprised in the Return to Parliament (H. of L.) made 1849 as to this Company, nor many *Connexions* of above Parties. The House of Lords' Return, made 1849, of Members of Parliament, &c., only embraced Allotments of Shares; not subsequent *Issue*. Of the above names, many are not registered at all, and others only for a few of the Shares, as per "Report of 3 W.'s Committee" (1849).

The registered Number, besides the 11,200 South Wales Company, is 3,000 Shares, or thereabouts, of this Appendix.

Appendix 3.

[*Sessional Return, June 1846.*]

1.—STATEMENT of the AMOUNT of the SUBSCRIPTIONS actually PAID UP by the Provisional Committee upon the Shares originally allotted to them.

Amount of the Subscriptions actually paid up by the Provisional Directors upon the Shares originally allotted to them - - - - - £. 1,977

2.—The PRESENT and PROPOSED AMOUNT of the CAPITAL of the Company.

The present and proposed Amount of the Capital of the Company is - - - £. 2,000,000

3.—STATEMENT of the NUMBER of SHARES, and the AMOUNT of each SHARE.

Number of Shares - - - - - £. 100,000
Amount of each Share - - - - - £. 20

4.—STATEMENT of the AMOUNT of SUBSCRIPTIONS PAID UP by the ORIGINAL ALLOTTEES.

Amount of Subscriptions paid up by the original Allottees - - - - - £. 95,979

5.—STATEMENT of the AMOUNT of SHARES RETAINED by or for the "Provisional Committee."
No Shares were "retained" by or for the "Provisional Committee" beyond those originally allotted to them.

6.—A STATEMENT of the SOURCE whence the PARLIAMENTARY DEPOSIT was paid, or whether a Declaration was made of a Surplus instead of a Deposit.

The Parliamentary Deposit was paid out of the Amount received from the Subscribers for Deposits.

7.—A STATEMENT of the AMOUNT of MONEY IN HAND, together with an Abstract of all RECEIPTS and EXPENDITURE up to the Date of the Presentation of the Petition for the Bill (6th February 1846).

RECEIPTS:

	£.	s.	d.	£.	s.	d.
Deposit Account, or original Allotment - - -	95,401	10	-			
From Great Western Railway Company - - -	8,000	-	-			
„ Oxford, Worcester and Wolverhampton Railway Company - - -	10,000	-	-			
„ Dublin and Kingstown Railway Company - -	12,000	-	-			
Interest Account - - - - -	1,271	15	9			
				126,673	5	9

EXPENDITURE (to February 1846):

	£.	s.	d.	£.	s.	d.
Parliamentary Deposit (5 per Cent.) - - - -	75,000	-	-			
Parliamentary and Law Expenses - - - -	2,150	15	6			
Engineering Expenses - - - - -	8,000	-	-			
Traffic Estimates - - - - -	200	-	-			
Office Rent, Salaries, Books, Stationery, &c. - -	1,523	12	-			
Advertising and Printing - - - - -	551	5	5			
				87,425	12	11
Balance invested and in Bankers' hands (towards Expenses and further Deposit) - - - - -				£. 89,247	12	10

Courtoun,
Chairman.

(No. 490.)

Sir,

Parliament-street, 14 February 1850.

We beg to hand you copy of the further Report or statement of the committee of shareholders, &c. relative to the Waterford, Wexford, Wicklow and Dublin Railway Company, for the consideration of the Commissioners.

We have, &c.

Captain Harness, R. E.

(signed) *Lewis & Nash.*

Enclosure in (No. 490.)

WATERFORD, WEXFORD, WICKLOW and DUBLIN RAILWAY.

COMMITTEE'S REPORT to the Shareholders, by Direction of Meeting of 4th February 1850, preparatory to General Meeting.

THE committee, appointed at a public general meeting of March 1849, being *refused access to the books* or accounts, have been compelled to ascertain, as best they could, the facts relating to the Company, and have sought the sentiments of the "registered holders," and to obtain a decision on the liability for calls as a guide to all the shareholders; but any litigation with the directors *personally* was postponed, the committee hoping that by the overtures made (App. 2), an amicable arrangement for the general body would be accomplished; but after a delay of some months, *any discussion* was lately declined, on the *pretence* "that the majority of the shareholders support the directors' proceedings!" whereas the result of communication from the "registered holders" shows that above 200 parties, registered for 7,000 to 10,000 shares, are prepared to *co-operate with the views of the committee*. This mistake of the directors may be explained by the supineness of the registered holders, who repudiate all connexion or liability with the Company, and its legality.

The committee was formed with the view of effecting a wind-up of the Co., investigating the affairs, and guiding and protecting the shareholders. Many names having been put on the "register" improperly, such parties, and the original subscribers, are recommended to co-operate with the views of the committee, and to attend the meetings "*under protest*," whereby they will protect themselves from liability, or any admission of being shareholders, more effectually than if they continue to abstain from interfering.

It is scarcely necessary to add the great importance of embracing, in a committee, the large holders, and of insuring the *active* co-operation of the influential "registered holders" and original subscribers, so as to secure the objects in view, which involve the parties co-operating in no personal liability.

The following facts are submitted by the committee:—

RÉSUMÉ.

(a.) The "capital" of the Co. was originally proposed to be 2,000,000 *l.* in 100,000 shares of 20 *l.* The applicants exceeded the number of shares.

The "*allotments*" in June 1845, and up to February 1846, were (*less than half the capital*) - - - - - 49,811

In 1846 (after the panic) shares were taken by officials, &c. (fictitious subscribers) for - - - - - (A.) 14,173

Also shares put upon the "South Wales Co." - - - - - (B.) 11,200

Which make up the No. on "*register*" of Dec. 1846-9 (3-4ths of capital) - - - - - Shares 75,184

(The directors, officials, &c. had thereout 28,865, besides said 14,173 and 11,200; but do not now hold 2,000, besides the 11,200).

(b.) The "*deposits*" on the "*allotments*" up to February 1846,

were on 49,528 shares - - - - - £. 74,142 - -

And on the fictitious 14,173 shares - - - - - 21,259 10 6

Making on 63,601 shares - - - - - Paid £. 95,401 10 6

(c.) Before going into Parliament in February 1846, £. 12,425 had been paid out of the deposits towards "*preliminary expenses*."

Nearly one-half (42,000 *l.*) of the "*deposits*" were expended in obtaining the Act of Incorporation of August 1846.

(d.) The "*Parliamentary deposit*" of 10 per cent. alone required 150,000 *l.* cash in February 1846. The Co. had little more than half that amount in hand; and it was made up by secret loans of capital from *other* companies, at interest.

These

These facts were concealed from the shareholders, explanations were refused, and access to the accounts denied.

(e.) AFTER INCORPORATION, in December 1846 and February 1847, the *majority* of the holders were still in favour of a wind-up, and a return of the deposits. Thereupon the fictitious 14,173 and the 11,200 (for which capital of "the South Wales Company" was secretly and illegally used), were again brought to vote by the directors.

Shares and holders were bought up by officers of the Company to extent of some thousands, and *registered in agents' names*.

Holders of above 17,500 shares were refused registration, and their property confiscated.

The original "allottees," for some were "registered against their will;" their interference neutralized, unless where they were bought up by the officials of the Co.

By these means the directors again succeeded, in Feb. 1847, by a small majority, in continuing the Co. and defeating the shareholders.

PRESENT POSITION, SHARES and CAPITAL.

(f.) Upon examination it appears that there are not 20,000 registered shares left in responsible hands, including therein the 11,200 by the "South Wales Company."

But as those were taken in 1846, and no legal authority for same ever obtained (except in 1848, for a *future subscription*), and as the "Great Western Company is to *guarantee* the advance and interest if the South Wales get to Fishguard," and as those 11,200 shares were clogged with some *conditions* as to making "no more calls thereon, unless this Company shows the means of going to *Wexford*" (98 miles): the real holdings are thus reduced to less than 10,000 shares.

The accounts of the directors show: that three-fourths of the original capital, or the total shares in register, of 75,186, are credited for the "deposit" of 30 s. in 1845-6. But a vast number of those were persons hired, and votes bought up, for the purposes of voting with the directors, and against a wind-up in 1846-7.

That 49,000 (or two-thirds of those) have paid nothing further. *Vast numbers* of these deny liability, and are *bought up shares* held by agents of the directors.

That only about 26,000 (including the South Wales Company's 11,200) shares have paid the call of February 1847, of 10 s.

That only about 18,000 (including said 11,200) have paid the call of February 1848, of 20 s.

That nearly all the contributors (with the exception of the 11,200 South Wales Company, and about 2,000 held by the board and their supporters) who paid calls, did so for the purpose of transferring their shares to paupers, as demonstrated in former Reports, and which was permitted without any efforts by the directors to protect the remaining *bonâ fide* holders.

So that there only remain those shares in responsible hands, including those who have hitherto resisted the calls and the directors' proceedings, not amounting to 10,000 shares in all!

(g.) CAPITAL ACCOUNT, for Four-and-a-half Years.

The "accounts" hitherto printed and circulated have differed from the "balance sheets," and the directors have also resisted stating the credits and liabilities of the Company and the loans made. The application and order for the "mandamus," to them has led to the preparation, for the *next meeting*, of the following account up to 1st January 1850:—

The Total *Receipts* for capital (deposits on 75,186: 1st call on 26,232; 2d call on 18,292 shares, and advances on calls, 210 l. - - - - -

£. 144,396 16 -

The *paid outlay* on "works," including Killiney Tunnel Contract, }
18,165 l., Bray Head Tunnel Contract, 27,967 l., fencing, }
wages, &c. - - - - -

46,970 3 3

Land and compensation; costs, law and valuing, 1,136 l. 8s. 9d.

11,311 10 4

Interest to shareholders, &c. - - - - -

32,712 2 -

Office expenses, directors, Sir T. Esmond's and Lord Cour- }
town's expenses, &c. (3 years, since incorporation) - - }

9,307 1 2

Newspapers, stationery, &c. (ditto) - - - - -

1,438 19 11

Parliamentary and law (ditto), on account - - - - -

474 7 9

Engineering expenses (since incorporation) - - - - -

11,385 - -

Expenses for incorporation, 1845-6 - - - - -

10,002 1 8

42,000 - -

7,500 - -

So that there has been expended above - - - - - £. 140,400 18 3

The "Balance in hand," to 31st December, was less than - - - - -

£. 4,000 - -

The <i>balance in hand</i> , 31st Dec., was thus made up—At banks	-	£. 1,243	-	3
Still on secret and illegal loan to G. W. R. Co., part of loans				
1846 and 7	-	-	-	2,890, 8 3
Cash in hand, &c.	-	-	-	213 19 4
				£. 4,347 7 10
Deduct "Suspense account"	-	-	-	351 10 1
Balance, 31st December 1849, only	-	-	-	£. 3,995 17 4

Of the "Liabilities" there was no account until now. They are called "DEBTS DUE BY THE COMPANY."

Land purchases, assumed at	-	-	-	-	-	£. 17,000	-	-
Works, Parliamentary and law, engineering, salaries, rent, offices, &c.	-	-	-	-	-	15,000	-	-
Interest due to proprietors	-	-	-	-	-	1,700	18	2
Calls paid in advance	-	-	-	-	-	210	-	-
"Suspense account"	-	-	-	-	-	351	10	1
31st December, admitted Liabilities	-	-	-	-	-	£. 34,262	8	3

CREDITS ALLEGED BY THE DIRECTORS—Land	-	-	-	£. 27,130	1	7
Work in construction	-	-	-	46,870	3	3
Arrears on calls, and interest thereon	-	-	-	87,359	10	9
Balance in hand, 31st Dec. (above)	-	-	-	4,000	-	-

The Line was originally to be 160 miles, and in 3½ years the Board has not completed two miles (of tunnelling), nor undertaken any other works, and has suspended works on the Killiney contract since September.

All the capital received is by this time expended. Three Acts of Parliament have been obtained, and a fourth is applied for, at an expense of above 3,000 *l.*, most unjustifiably; and about 400,000 *l.* is required to carry out the directors' proposals!

(h.) DIRECTORS' PROPOSALS.

The PROPOSAL of August 1849, to go from Kingstown to Wicklow—23½ miles—was "estimated by the directors" to cost 420,270 *l.*

To which add, the onerous agreements with the Kingstown and Dalkey Lines. Also cost of rolling stock, say 100,000 *l.* Office expenses, &c. above 3,000 *l.* a year.

And these to be borne by less than 10,000 shares, assuming that they continue their liabilities, and the So. Wales Co. escape therefrom under a Board on which they unjustly nominate a majority.

It was proposed by "the directors," at the general meeting of August 1849, to reduce the capital to one-fourth, the Line to one-seventh, and the liability on each share to one-third of the existing amount, by making three shares of 20 *l.* into two of 10 *l.* each: in effect, bringing the *responsible* holders down from 10,000 to 7,000 shares. Without regard to the promise thus publicly made by the directors (*a majority of whom are permanently nominated by "the South Wales Board"*), they have now introduced into Parliament a "Private Bill" to this effect: to shorten the Line to 23½ miles; and (section 3), "That it shall not be lawful for the Company to make calls on any shareholder to any greater amount than shall suffice to make 10 *l.* in the whole called upon *each* share; and further, that when and so soon as the *aggregate* amount of 500,000 *l.* shall have been actually *paid up* on calls on the shares, it shall not be lawful for the Company to make further call, unless the making of such further call shall have been sanctioned by a majority of three-fifths present at a general meeting of the Company specially convened."

So that, in effect, the directors may call till they realise a total of half a million on existing shares (75,000 reduced to 7,000), and may make further calls, with consent of a majority at a meeting!

MEASURES IN HAND.

The directors have refused access to the register and other documents—refused a proper "balance sheet"—the *printed* accounts supplied at the meetings differing from the actual balance sheets—refused to meet the committee—and any investigation—but threaten the registered holders with actions for calls!

(i.) PENDING ACTIONS for CALLS.

From May 1848 to June 1849, repeated offers were made to the "board" to contest the calls in one action, which should guide all the rest, and save the waste of money in separate actions. Nothing was done thereon by the "directors" till June 1849. Four actions were then brought for "calls" against original allottees. Those were consolidated into one, which

which was defended on the belief and understanding that one was to proceed, and other similar shareholders were to "abide the event;" and "*that all other proceedings in respect of calls await such event.*"

After discussion before the judge in July and October last, *pleas were allowed*, setting up as defences, besides the technical points, of objection, *that* the "register of shareholders" was a *fraudulent document*; that the defendant became a subscriber through fraud, &c.; that the Co. was formed by fraud, and defendant induced to become a subscriber through fraud; that the Act of Incorporation was obtained by fraud, &c.; that defendant had sold his scrip, and Co. refused to register the holder, and registered defendant against his will; that the circumstances amounted in law to an agreement to accept the holder for the original allottee; that the calls were rescinded, and payment postponed by a general meeting of shareholders; that the calls were made fraudulently and illegally, and for fraudulent and illegal purposes, &c.

Those pleas appeared to have been distasteful; the Board resisted efforts to get at evidence to prove them: refused to admit the undeniable facts in the case; and in November brought a fresh action, contrary (as we believe) to good faith, and the understanding which existed when the former action was brought, and its defence entered upon. An endeavour was made to plead the same pleas in that action, and, after some discussion, in January last, the court allowed the following pleas, which will raise all the questions:—1. Were indebted under the statute. 2. Denial of being a holder of shares. 3. That the calls were made for fraudulent and illegal purposes, and after abandonment of original scheme, &c. 4. That calls rescinded by shareholders. 5. That the capital under the Co.'s 2d Act, section 22, to extent of 1½ million, had not been subscribed for, and was colourably and fraudulently subscribed; and therefore no power to make calls, or apply capital, for "CONSTRUCTION OF RAILWAY," &c., &c.

That section, after reciting *Lands Clauses Act*, sect. 16, (that "the whole capital should be subscribed under contract, &c., before it shall be lawful to put in force any of the powers in relation to the compulsory *taking of land* for the undertaking") and reciting that 1½ million would be sufficient to complete portions of the line, enacts, that "when and so soon as 1½ million shall have been subscribed, &c., it shall be lawful for the Company to put in force all the powers of the Act authorizing the construction of the railway, and of the Acts therein recited (Consolidation Acts, 1845), as regards the portion of the railway between Kingstown and Wexford, &c."

The admission of those pleas is of the greatest importance, and may be the means of avoiding a suit in *equity* to give effect to the defences thus raised at *law*.

On the part of the Committee, every desire was entertained, and endeavour made, to proceed to trial *immediately*, if the Board would admit existing documentary evidence and undeniable facts. An examination of the correspondence establishes this.

(j.) OTHER ACTIONS THREATENED.

The two actions began in June and November, 1849, were defended upon the understanding that one action only should be prosecuted, and should decide the general liability; and proper undertakings, without the cost of actions, have been offered. The subjoined correspondence (No. 1) explains at least the understanding of the Committee on this important subject, and the motives by which each party was guided. The propriety of resisting and uniting in one these actions cannot be doubted.

OTHER MEASURES AND LIABILITIES.

(k) The Committee has acted upon a strong impression, that from the construction of the 2d Act, and the proceedings of the directors, they have subjected themselves *personally* to liabilities to original subscribers, as well as subsequent purchasers; those must, however, be questions for courts of law, and speedily brought forward.—(l) It is considered that the directors are *personally* liable to an action by each subscriber, original allottee registered against his will, registered holder, and holder of scrip refused registration, for damages for the losses sustained, depreciation of their property, &c., through the conduct of their directors. An action is in progress with reference to these questions.

(m) A *Bill* has been filed in *Chancery* which may obtain a disclosure of the "Transactions" between "the South Wales Board" and this "Board," and fix the liability for the 11,200 shares personally on the directors and other individuals engaged in that matter, detailed in former reports.

(n) An endeavour was made to obtain a "SPECIAL MEETING" of shareholders, and a "REQUISITION" has been in course of signature for some months, and is signed by vast numbers of holders, "under protest against their liability," &c., with a view to discuss matters which are excluded by the Board from discussion at the ordinary meetings. Access to the "register of shareholders" having been refused by the directors, it has hitherto been impossible to complete that requisition.

(o) A "*Mandamus*" has been granted by the Court of Queen's Bench for the production of all the Company's books, for access to the register, and for a correct "Balance Sheet," according to the statute. But the Committee regret to state that the directors declined to argue, upon the Rule, the question of right, yet set at nought the mandamus to the extent of the books.

OPPOSITION and RELIEF in PARLIAMENT.

(p) The character of the Bill introduced into Parliament renders it essential to the interest of the "registered holders" and of the "original subscribers" to oppose it; otherwise the calls, and the right to recover them, will be legalised, their legal liability will be completed for the arrears, and for 500,000 *l.* on existing shares, and also such further calls as a majority of a meeting may sanction. From these liabilities the subscribers and holders may not be able to exonerate themselves.

Petitions and requisitions will await signatures, and do not involve any liability or admission of liability.

(q) These facts—the internal management of the Company, the suspension of the interest to the shareholders on calls paid, the unfair release of directors, &c., from interest on arrears, the illegal and secret loans of capital, the expenditure—show the *necessity for further investigation*: and the importance of holders and original subscribers uniting in a body to give *active*, not passive, support to vigorous measures, with a view to protect their own interests, and secure each individual from onerous liabilities and personal litigation with the directors, by measures which will *entail on him no personal responsibility*.

It has been advisedly felt that the flagrant circumstances connected with this Company, and the injuries inflicted, demand a more extended investigation than civil actions for mere pecuniary indemnity can provide, and that the interests of public justice, equally with those of the parties aggrieved, require that the parties engaged should be made otherwise personally amenable.

(r) It also remains to each registered holder, by personal influence, by relief in Parliament, and by opposition at the meetings (*attending them under protest and denying liability*), to bring the Company to a wind-up, and the directors to justice; or, finally, by paying up enough, and reserving their votes, to turn out the directors and officials, whose conduct cannot be here characterised.

[Under protest, against the legality of the Co., the acts, &c., of the Directors, and without prejudice.]

52, Parliament-street,
February 1850.

By order,
Charles Nash, Hon. Sec.

Appendix.

THREE W.'s Co. PROCEEDINGS AGAINST SHAREHOLDERS: WITHOUT PREJUDICE.

Gentlemen,

52, Parliament-street, 21st January 1850.

With reference to your favour of 18th (received 19th), we must insist that it has *throughout* the law proceedings of the last eight months been *well understood* by and between us (on our entreaty and suggestion) that one action only should be brought, raising all the points between the Board and the shareholders, this Committee abiding by it, and recommending and engaging to recommend to the shareholders generally to yield to one decision fairly obtained. Ample security (morally, if not *technically*) would be afforded by this to the Board, and any *formal assent* could have been had from individual shareholders, if you had ever asked for it.

On the faith of such an "understanding," this Committee intervened, and the actions have been defended and put in a train for decision. We are advised that we could restrain further proceedings, and the costs thereof, under the circumstances; still we feel that you personally do not wish to put hundreds of shareholders to what would be a wanton expense, of separate actions, at a cost of 5 *l.* to each shareholder, *in order to obtain their assent* to abide the decision of one case similar to their own. These impressions are quite borne out by what passed; for,—

On 6th May 1848, Mr. Nash thus wrote to the Secretary, Mr. Muggeridge:—"I recently offered to contest the calls in one action, which should decide the questions; but have had no answer to that application to you."

In June 1849, you threatened proceedings against the shareholders; we then intervened with a similar proposal to save costs. You issued four writs against this Committee; and on 1st June we wrote to you:—"He proposes to try the questions in one cause, and that the other persons should abide the result. This can be done by the usual consent, which can be as well given before as after actions brought."

On 8th June we wrote to you—"I have obtained formal authority (from the Committee) *on the understanding that one action proceeds*;" and on Saturday (9th) June, we wrote,—"*they and the other shareholders of every class will consent to abide a fair decision by any other defendant's action.*"

In this spirit the Judge's Order of 23d June was made, consolidating the four actions, and provides "that all other proceedings be stayed till after the determination of the first action, the plaintiffs and defendants consenting to abide the event of the first action, and *that all other proceedings in respect of calls wait such event.*" The last clause being introduced when before the Judge expressly to prevent vexatious or expensive proceedings against shareholders.

This Committee, in July 1849, "Report" to the shareholders that such an understanding had been come to, "*to test the calls in one action, meantime staying proceedings against the rest.*"

That Report was sent to your Directors and Secretary, and no objection raised to this paragraph.

Moreover, this "arrangement" was set forth in our affidavits of August and November, viz. "that the great body of the shareholders were to abide the decision of one case, and this Committee would be so guided." Your answers did not deny that understanding.

In November, this Committee "reported" to the shareholders, "one action only has been allowed to proceed, and other proceedings for calls have been stayed in the meantime." That Report was sent to your directors, and no objection raised to that statement.

Thus matters rested until the "pleas" were found to be "unpleasant;" thereupon, in November, a fresh action was threatened and brought. We remonstrated, on November, as "being against the spirit and letter of the Judge's Order of 23d June, and the whole course and object of the litigation;" and on 7th January we wrote to you "to finally inquire if it be intended to proceed with *two* expensive actions instead of one." No answer was given to those letters.

In December other actions were threatened against the Irish holders, and on 20th December, we, on their behalf, repeated our remonstrance, and offers to abide the event of one case. No answer has been given to that.

On 16th January we wrote, "repeating the former offer, to abide by the decision of one case, and that each shareholder should sign a consent to that effect," both Irish and English. We repeated those views on the 17th inst.: these letters have had no real answer. Nevertheless, proceedings have been taken, and others threatened, against the mass of English shareholders, who are now (January) threatened with separate actions.

We are satisfied that what has passed *establish the understanding* we insist upon, or that *we have been allowed to go on for eight months in the delusion, and on the faith, of its existence*, if it had no existence. We do not think the *formal* signature of each dissentient shareholder was *material*, seeing that the *pledge* of the committee and their recommendation were, and would be, *morally* sufficient for the purposes of the Company with the mass of solvent holders.

Without prejudice to this understanding, and the question of breach of faith involved, we beg to repeat our offers of the 15th and 17th, namely, a "consent," signed by each dissentient shareholder (of which we will send you a proposed form), and if you will lend us the list of those you have applied to, or make an appointment, we will mark off those who shall sign. We wish it concluded by the 30th.

Yours respectfully,

To Messrs. Hunt.

Lewis & Nash (for the Committee).

NO. 2.—(EXTRACT.)

Sir,

Courtown, Ireland, August 28, 1849.

I AM favoured with your letter of the 22d inst. The assurance, on your part, that there never existed any desire for factious opposition is very satisfactory to me, and I am sure on Mr. Muggidge's return to London, which I expect will be in the course of the ensuing month, it will afford him much pleasure to meet yourself or any other shareholder, and frankly to discuss with you the position and prospects of the Company.

To Th. Warrington, Esq.

Courtown.

NO. 3.

Gentlemen,

January 21st, 1850.

Three W.'s Co. and the shareholders—We are desirous of being informed if there is any answer to the suggestions for an amicable adjustment made in our letters of 15th and 23d June, Mr. Freebody's communication of 3d November, ours of 20th December and 7th January; or if you have any different suggestion to make, either by letter or in a friendly conference with this committee. Our committee are about to meet again, and have to consider further the matter, and a report to the shareholders.

To Messrs. Hunt.

Lewis & Nash, H. Sec.

NO. 4.—(EXTRACT REPLY.)

29th January 1850.

WE beg to acknowledge the receipt of your letter of 21st inst., and in reply to state, that we transmitted copies of the several communications therein referred to to the directors, but have never received their instructions to make any suggestion to you thereon. We have reason to believe that the directors decline to hold any communication with "the committee," considering that they neither possess the confidence of, nor have any influence over, the majority of the shareholders.

W. & J. W. Hunt.

(No. 153.)

Office of Commissioners of Railways, Whitehall,

16 February 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 14th instant, forwarding a copy of the further report of the committee of shareholders of the Waterford, Wexford, Wicklow and Dublin Railway Company.

I have, &c.

(signed) *H. D. Harness,*
Captain Royal Engineers.

Messrs. Lewis & Nash.

(No. 494.)

Sir,

52, Parliament-street, 15 February 1850.

WE are desired by the committee of shareholders of the "Waterford and Dublin" Railway Company to solicit your particular attention to the notice for the second reading of the "Waterford and Dublin" Railway Bill given last night, as being in substance a Bill to reduce capital, and shorten the line, and therefore it is trusted within the "resolution" moved by you; and we trust that you will be pleased to cause the suspension of the Bill, by a representation of the above fact.

We have, &c.

The Right Honourable H. Labouchere,
&c. &c. &c.

(signed) *Lewis & Nash.*

(No. 506.)

Sir,

52, Parliament-street, 14 February 1850.

IN accordance with the suggestions contained in your letter of the 1st instant, we have the honour, on behalf of a numerous body of shareholders in railways, to address you with reference to a Bill for "Winding-up Incorporated Railway Companies:" we do not presume to do more than solicit attention to our former papers to the Commissioners, on the subject of clauses in a Bill for Winding-up Incorporated Companies, and to strongly solicit the consideration of the Commissioners to the great practical good which would be attendant on such a measure grounded on enabling registered shareholders to vote for a dissolution without paying up the calls of capital made for the purpose of constructing the railway. We have to urge the distinction which exists between voting for a dissolution and saving of expenditure, and voting for the continuance of a company and the expenditure of capital. While in the latter case it would not be fair to admit a partner to vote for expenditure and increased liabilities who had not paid up his contribution; yet in cases of dissolution of partnerships it is contrary to all principle and precedent to compel the partners to pay up their capital before applying for or voting for a dissolution. We believe that in equity proceedings for dissolution of partnerships it is never required; the accounts are taken, and it is ascertained how much each party has to contribute, and he is admitted to do so. It would, otherwise, be absurd to require a contribution which might not be wanted. In the existing "Winding-up Acts," it is not required that shareholders or contributaries should pay up their quota before taking steps for a wind-up; and we submit with confidence, that this requirement is contrary to all the principles of a "dissolution."

The policy of the restriction may well be doubted, whilst the relief sought to be given by a Winding-up Act is mainly required in those cases where the shareholders have not been able to pay up calls and yet retain the liability, and (under the proposed Bill) would be unable to promote a wind-up of their partnership; great hardship would be inflicted on shareholders who are suffering under a liability from which they would not be allowed to obtain relief, unless upon the deposit of sums of money which cannot all be required for the purposes of winding-up. We are satisfied that the inconveniences attending such a course, would tend greatly to destroy the application and usefulness of such an Act of Parliament.

The facts were much considered last Session by several influential shareholders, and we subjoin a list of the gentlemen who were in favour of a Bill to wind-up incorporated companies, and willing to leave the decision of the question of "wind-up or continuance" to the Commissioners of Railways, upon a requisition from shareholders; but were opposed to any Bill which should commit its machinery and working to the influence of the directors and officials of the companies. We had to present petitions to the House of Lords last Session, embodying these points, and the opinions of gentlemen who, from their experience and practical knowledge, and their support of those views at a public meeting, were entitled to have their opinions considered.

We may add, that there are to our knowledge, several companies which will be exonerated from the operation of so useful a measure, inasmuch as the officials have bought up shares from persons who paid their calls to get rid of them, and have inserted on their registers the names of persons as shareholders for fictitious and illegal and reserved shares, so that the remaining *bond fide* shareholders are as 5 to 60. In such cases, and with the "paid-up clause" in operation, and without any appeal to any other tribunal than the "majority of paid-up holders appearing on the register," it is manifest that the beneficial holders cannot hope for any relief under a Bill which *should* be peculiarly adapted to *their* relief in such cases as those we have in view. The modification proposed would not prevent the "condition" of payment being attached under section 12.

We have the honour to solicit that the Commissioners will be pleased to consider these matters, and to allow a deputation to wait upon them.

We have, &c.

(signed) *Lewis & Nash*,
for the Committee of Shareholders.

Mr. *Parry Richards*, Chairman Sambre and Meuse (West Flanders) Companies.

Mr. *Jos. Thompson*, Director of Brighton Company.

Messrs. *Carden & Whitehead*.

General Sir *J. Wilson*, &c. &c.

Mr. *Clement Wolseley*.

Mr. *Freebody*, C. E.

The Committee of Shareholders of Waterford and Dublin Company.

Captain *Warrington*, 8th Hussars.

Mr. *Jervis Amos*.

Mr. *J. A. Gallini*.

Messrs. *Gould, Dowie & Co.*

Mr. *Luke H. Hansard*.

Captain *Kearney*, 15th Hussars.

Mr. *Latham*, Union Club.

Mr. *Rietchie*, Leeds.

Rev. *D. Robinson*.

Mr. *Toogood*, Parliament-street.

Mr. *Dorrington*, Hanover-square.

Mr. *Gordon Thompson*, Director of South Eastern, South Yorkshire, Doncaster and Goole Companies.

Mr. *Lewis Cubitt*.

The late Secretary of the South Eastern Railway.

The late Chairman of the South Eastern Company, and several large Shareholders.

Enclosure in (No. 506.)

RAILWAYS' ABANDONMENT BILL.

STATEMENT in Support of Petitions against the Bill and for Amendments. Session 1849.

The object of the Bill is to enable shareholders to wind up a Company or shorten a line of railway, if a certain majority so decide, and if the Commissioners of Railways afterwards approve. *The necessity for a measure of relief* being admitted, the *machinery should be of that practical nature as to benefit shareholders.*

The total capital sanctioned for British Railways, from 1846 to the end of 1848, was about 292,000,000 *l.* sterling, of which about 126,000,000 *l.* had been received up to March, 1848, leaving then unpaid about 160,000,000 *l.* Assuming that 24,000,000 *l.* have since been called up and paid, up to June, 1849, there remains to be called up about 142,000,000 *l.*, and 7,000 miles of railway to make out of the 12,000 miles sanctioned to the end of 1848. The Railway Commissioners make a higher estimate. They believe the "Expenditure" on railways, to the end of 1848, to have been rather more than 200,000,000 *l.*, and that the Companies then had the power to expend about 140,000,000 *l.*; thus making a "total Capital for Railways of about 340,000,000 *l.*" to complete all then sanctioned up to the end of 1848; and that at least "one-half of those in progress will not be completed, but will be abandoned, if permitted;" thus affecting a saving of 50,000,000 *l.* capital. Nearly 5,000 miles of railway are untouched.—(*Railways and Shareholders*).

The Bill will affect two classes of Companies: one, the *old* Companies desiring to get rid of branches; the other, *new* Companies not likely to make their lines, yet the officials unwilling to abandon *their powers and allowances*.

Sections 3 and 5 provide that "the directors on receipt of a requisition signed by a certain number of shareholders shall call a meeting, and if a certain majority thereof decide *in favour* of a dissolution, or shortening, *then* the Railway Commissioners may exercise *their discretion* as to complying with such decision of the shareholders."

Details.—The Bill as it now stands is emphatically a *Directors' Bill*, although the professed object is to serve those most interested in Companies and lines—namely, the *shareholders*; yet they will have no real power *if the officials are unwilling to act*, and cannot work the Bill in opposition to the officials of the Company!! Such a position is contrary to all the rights and principles of a *constituent* body—it gives them less power than they now have!

1st.—*If the directors or secretary refuse to act on a requisition there is no real remedy!!*

Section 4 certainly suspends the directors' power *after* the "RECEIPT" of the requisition to call the meeting; indeed it ties the hands of *all parties*, shareholders and directors, if the directors refuse the meeting.

It gives the shareholders no power of *enforcing their* requisition. Yet they have the power under existing Statutes (Companies Clauses Act, 1845) of calling their special meetings, and without any *supervision*. *Section 70 of that Act ought to be extended to this Bill.* It seems without parallel to deprive the *Constituency* of the power of enforcing that which their directors may capriciously refuse to exercise, especially as their *decision would be revised* by an impartial tribunal.

There is an appeal if the meeting decide in favour of winding up, or shortening; none, if they decide the other way! Surely the *decision* of the meeting, *whichever way it resulted*, might be fairly subject to review by the Railway Commissioners.

Experience of similar provisions in the *Dalhousie Dissolution Act*, and other Acts, have shown that *directors* and shareholders have the power of defeating any opposition at special meetings of shareholders, and overpowering the *bonâ fide* shareholders, by buying up scrip and shares, by distributing shares in such a way as to secure the majority in favour of their own views, by rejecting votes tendered by others, by canvassing, and other undue influences. There seems no reason for making the question *wholly* dependent on the will of a *majority open to such influences*. It would be better to leave the whole question to the Railway Commissioners.

2d.—Section 4 only stays the hands of the directors *after receipt* of the requisition, not from its *date*; so that during the long operation of obtaining signatures there is ample time to defeat it by the usual means above mentioned, or by calls.

3d.—Section 3.—It is notorious that almost every new Company has *reserved* or *unallotted* shares, which directors can use, and that a *vast number* of holders cannot now be found, or have no longer a real interest; in short, one-third of the letters to holders of schemes in 1845–7 are returned as gone, insolvent, or dead. This article should, therefore, only require the proportion of "the *bonâ fide* and actual holders," so as to "exclude shares in hand," and shareholders not found, or bankrupt. In new Companies it would be *impossible* to get the required proportion of the capital unless it be limited (line 12) to "actual, existing, and *bonâ fide* holders."

4th.—Clause 5 (by proviso at end) excludes all shareholders from voting who have not paid up calls. This is unusual in dissolutions, contrary to the Companies Clauses Consolidation Act, 1845, which does not exclude shareholders in arrear from *acting*; contrary to the principle of dissolving a partnership, and contrary to the *Winding-up Act*, 1848, where the accounts are taken, the dissolution obtainable by a defaulter, and his subscription settled by the Master.

Many persons who claim to be shareholders are rejected by the officials and refused registration; still more who deny their liability to be treated as shareholders, are so treated by the directors, and retained on the register, and therefore desire to interfere and support a winding-up when the question of their liability would be settled by the Master.

In the one case they would hesitate to interfere, lest they should admit their liability; in the other, their votes would be again rejected by the officials, and without appeal.

The "Joint Stock Companies Act Amendment Bill" provides for "*alleged contributaries*" acting thereunder, and the same salutary provision should be made in this case, viz., that the

the taking any steps incidental to the proposed dissolution should not affect the rights, liability, or non-liability, of the person so acting.

5th.—Clause 5 and the schedule provide that the secretary shall send out the "Circular" to each shareholder, and "fill in the particulars," but specifies no time when he is to do so. Looking to the case of a winding-up in opposition to the salaried officials, every difficulty and delay would be created by them in the sending out, or supplying details in, circulars, especially *as this clause omits to fix any time for sending out such circulars*. Every shareholder should have liberty to fill up and send in the circular without waiting for the circular of the secretary, which might not *reach him in time*.

6th Clause.—Much inconvenience has been experienced under the existing Acts, from the "requisition" being required to be in one part or piece of paper, and the doubt as to the validity of duplicate originals. When it is recollected that the requisitionists have to send the one signed paper to different parts of the country for signature, at great risk and loss of time, the definition clause should provide that a "requisition" under this and existing Acts relating to railways might be on one or more papers to the same tenor and effect, and together to form the requisition required by the statutes.

7th Clause.—We have also to urge the consideration of a defeat of this Act, by *contracts* or works, *ex. gr.*, a line of 200 miles, on which about four miles are in "formation" since 1846, and not one-fourth is made of that section; the shareholders to the extent of one-half are virtually defunct, one-fourth of the remaining shares are held by the Company and persons on behalf of it, so that the remaining one-fourth, being the only *bonâ fide* holders, are wholly powerless, and at the mercy of the officials; that will be found to be the case in many of these stagnant Companies. In another case of a short line, one of 1846, the directors, finding that the vast majority of their shareholders were in favour of dissolution, held the reins of power as long as possible, and in 1849, just before they were turned out, made calls and contracts for purchasing the *whole* land for the line, thus defeating a dissolution.

If the real object be the relief of shareholders, it is submitted that without these amendments the bill will fall short of its professions.

Submitted on behalf of numerous shareholders.

(signed) *Lewis & Nash.*

52, Parliament Street, London, 1849.

(No. 152.)

Office of Commissioners of Railways, Whitehall,
16 February 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 14th instant on the subject of the Railways Abandonment Bill, and to state that your suggestions will be considered by the Commissioners.

I have, &c.

(signed) *H. D. Harness,*
Capt. Royal Engineers.

Messrs. Lewis & Nash.

(No. 650.)

Waterford, Wexford, Wicklow, and Dublin Railway
Company Committee, 4 March 1850.

Sir,

WE have, on behalf of the committee of shareholders in this Company, to solicit an interview with the Railway Commissioners upon the position of this Company, and the operation of the proposed Bill for the abandonment of railways.

We have, &c.

Captain Harness,
&c. &c.

(signed) *Lewis & Nash.*

(No. 224.)

Office of Commissioners of Railways, Whitehall,
5 March 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter dated the 4th instant, requesting an interview on behalf of the committee of the shareholders in the Waterford, Wexford, Wicklow, and

Dublin Railway Company, and to inform you in reply, that the Commissioners are desirous of receiving a statement of the points which the shareholders wish to bring to their notice, and that they will then consider whether it is necessary to see the committee.

I have, &c.

(signed) *H. D. Harness,*
Capt. Royal Engineers.

Messrs. Lewis & Nash.

(No. 705.)

Waterford, Wexford, Wicklow, and Dublin Railway
Company Committee, 52, Parliament-street,
7 March 1850.

Sir,

WE have the honour to enclose, in accordance with the request contained in your letter of the 5th instant, an outline of the circumstances under which we seek for an interview with the Commissioners of Railways, in order that this committee may be permitted to lay their circumstances before Parliament, to suggest measures for their relief and amendments in the proposed Bill for the dissolution of railway companies.

We have, &c.

To Captain Harness, R. E.

(signed) *Lewis & Nash.*

Enclosure in (No. 705.)

WATERFORD, WEXFORD, WICKLOW AND DUBLIN RAILWAY COMPANY.

IT may be premised that the Act incorporating the Waterford, &c., Railway Company was obtained in July 1846, by fraud and misrepresentation upon the shareholders and upon the Parliament.

The capital was to be 2,000,000*l.* in 100,000 shares of 20 *l.* each, for a line of 160 miles.

(2.) Less than half the shares were allotted, fictitious subscriptions were added to the "Contract" to make up the three-fourths required by Parliament; money was borrowed of other Companies to make the Parliamentary deposits. The fictitious and unissued shares were used to secure the majority required at the special meetings under the Sessional Orders of 1846.

(3.) After the Act of Incorporation, attempts were made to stop the Company, at their first half-yearly meeting; these attempts were defeated by the purchase up of shares and proxies, the refusal to register scripholders who were favourable to a stoppage, the taking the capital of the South Wales Company to pay for 11,200 shares in December 1846, illegally and fraudulently, and other nefarious means.

The position of the Company may be thus set forth. The directors alleged in 1846, that they had received deposits on 75,186 shares, or three-fourths. The same number is returned in 1850 as the total of subscriptions, but includes the 11,200 shares put upon the South Wales Company as hereinafter mentioned.

Those 75,186 shares have been considerably reduced by means of buying up shares by the directors and officials; refusals to register holders and registration of original allottees, illegally and hostilely, and the transfers by registered holders to paupers. Upon examination, it is ascertained that there are less than 20,000 shares in *responsible* hands, including the 11,200 shares of the South Wales Company.

The directors and their friends, who had allotments of nearly 40,000 shares in 1845, do not hold 2,000 shares now; but by means of the 11,200 shares in the hands of the South Wales Company they control the affairs of this Company, and set at defiance the wishes of the independent shareholders, who, denying the legality of the directors' proceedings, and anxious to contest the same, are unable to present any efficient control (though perfectly ready even to pay the calls made upon them).

The directors control the use of those 11,200 in their own favour, because the same persons are directors of both the Companies, and thus are able to use the one to shield their Acts and control the proceedings of the other Company.

As to those 11,200 shares, it is material to consider, that the funds of the South Wales Company were fraudulently used to buy up shares in this Company in December 1846, in order to overpower and defeat the shareholders, and that that fact was concealed from the shareholders of the South Wales Company until the year 1848. That in 1848, the directors applied to Parliament to sanction a "future subscription by the South Wales Company to the

the W. W. W. Company to help them, and to give them further funds, and to appoint a permanent majority of the directors :” that Bill passed ; yet no further shares in the W. W. W.’s Company have been taken than were taken up in December 1846 (namely 75,186), yet the South Wales Company have permanently named a majority of the directors.

The directors of the Waterford Company (being the same men) have thus secured a majority in the direction and a majority of shares in the meetings. At every half-yearly meeting they resist every attempt of the shareholders for an investigation, refuse to yield to the wishes of the shareholders, or even to allow them to transact the ordinary business of the meeting, but arbitrarily decide and close the meetings as they please, and without (as the last meeting demonstrated) allowing the shareholders to transact all the business entitled to be transacted.

The oppression of this state of things is further demonstrated by the fact, that there exists several secret agreements between the South Wales Board and the W. W. W.’s Board, that “ no more calls are to be made on the South Wales Company’s 11,200 shares,” except in an event known at the time to be impossible, namely, the W. W. W.’s Company showing the means of going to *Wexford*. Moreover those 11,200 shares were taken by the South Wales Company on condition and faith of a guarantee agreed to be given by the Great Western Railway Company to it for principal and interest ; which guarantee has not been legalized, nor has it been returned to Parliament in the returns of either Company under the House of Lords’ Order.

Another matter deserving of serious consideration arises on the following facts : in the South Wales Company’s Return to Parliament it is stated, “ Means have been taken to suspend the works on these lines so as to relieve the South Wales Company from any further payment ;” and at the South Wales meeting of August 1849, Mr. Russell, the chairman, declared that, “ the South Wales Company were not to pay more calls, that there was a distinct understanding to that effect with the W. W. W.’s Company ;” yet at the late meeting of the W. W. W.’s Company, on 25th February 1850, the secretary and some of the directors (also directors of the South Wales Company) actually repudiated the existence of any such agreement, and the accuracy of the Return to Parliament made by their own secretary, declaring that they were not responsible for it, that it was not true, and that the South Wales Company were as liable as any other shareholders to pay upon those shares.

The shares having become reduced from 100,000 shares to these 11,200, and (less than) 10,000 in responsible hands, the directors, against the all but universal desire of the registered shareholders for a wind-up, and the hopelessness of the undertaking, insist on proceeding with two miles of tunnelling, to obtain an Act of Parliament, to abandon all but 23 miles of the line, and to raise half a million of capital from these 10,000 holders ; also, by means of the bought-up shares and the South Wales Company’s shares, and the arbitrary closing of the half-yearly meetings, prevent the shareholders from exercising any control over their actions or affairs. By means of illegal calls, and by refusing access to the register, the shareholders are unable to call a special meeting or present a requisition for the purpose of deciding on their affairs. The notices given by the shareholders for the consideration of any subject at half yearly meetings are utterly disregarded. The accounts presented are not in compliance with the statute, and in short, the shareholders are set at defiance and their rights defeated.

At the general meeting of August 1849, the directors formally proposed to the shareholders to reduce the capital to one-fourth, the line to one-seventh, and the liability on each share to one-third of the existing amount, by making three shares of 20*l.* into two of 10*l.* each. Without regard to the promise thus publicly made, they have introduced into Parliament a Private Bill to shorten the line, and (by section 3) to call up 10*l.* on each share, to collect an aggregate amount of half a million in calls on the shares ; and thirdly, to make further calls, with the sanction of a special general meeting.

Notwithstanding the extraordinary variance between the proposal and the Bill, the directors have refused the shareholders any expression of their opinion at the late half-yearly meeting, on the proposal, involving a further capital of about 400,000*l.*, to be raised by the remaining responsible owners.

The *bonâ fide* shareholders do not desire to escape from any liability ; they desire to test the legality of the directors’ proceedings, the validity of which they deny ; their right to a control over their own affairs, and the fair expression of their wishes thereon, are defeated by a combination of most nefarious transactions, and in respect of which the courts of law or equity afford no means of redress.

(No. 267.)

Office of Commissioners of Railways, Whitehall,
11 March 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your communication dated the 7th instant, transmitting the grounds upon which the committee of shareholders of the Waterford, Wexford, Wicklow, and Dublin Railway Company suggest alterations in the Railways Abandon-

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ment Bill ; and I am to inform you, that the reasons stated do not appear to the Commissioners sufficient to warrant their proposing any alteration in the Bill.

I have, &c.

(signed) *H. D. Harness,*
Capt. Royal Engineers.

Messrs, Lewis & Nash,
52, Parliament-street.

(No. 750.)

Waterford, Wexford, Wicklow, and Dublin Railway Company,
52, Parliament-street, 12 March 1850.

Sir,

WE have the honour to acknowledge the receipt of your letter of the 11th instant, and are instructed by the committee to state, that the paper which we transmitted to you on the 7th instant, was understood to be the outline only of the facts upon which the committee were desirous of an interview with the Commissioners, and we have to solicit that the Commissioners will be pleased to grant them an interview for the purpose of explaining their views.

We have, &c.

Captain Harness, R. E. (signed) *Lewis & Nash.*
&c. &c.

(No. 279.)

Office of Commissioners of Railways, Whitehall,
12 March 1850.

Sir,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 12th instant, requesting an interview on behalf of the committee of shareholders of the Waterford, Wexford, Wicklow, and Dublin Railway Company, and to inform you that the Commissioners, before appointing an interview, are desirous of knowing the precise nature of the application the committee of shareholders propose to make to them.

I have, &c.

(signed) *H. D. Harness,*
Capt. Royal Engineers.

Messrs. Lewis & Nash,
&c. &c.

(No. 762.)

Sir,

52, Parliament-street, 13 March 1850.

IN reply to your letter of yesterday's date, we beg leave to state that we are desirous of submitting some amendments in the Abandonment Bill, which will give it more efficient operation, and ensure a *bond fide* decision by the shareholders on the application of that Act, and the powers to be conferred on the Railway Commissioners, especially with reference to Clause 10.

We have, &c.

Captain Harness, R. E. (signed) *Lewis & Nash.*

(No. 2350.)

Sir,

Parliament-street, 26 July 1850.

WE have, on behalf of the Associated Shareholders of the "Waterford, Wexford, Wicklow, and Dublin Railway," to solicit the consideration of the Commissioners to the notice of motions before the House of Commons relative to the Company and the proceedings of the Commissioners, which are impeached under the circumstances referred to in the "Reasons," for the motion of Sir W. Verner ; and the shareholders being desirous to ascertain if the Commissioners

will

will assent to the inquiry sought to be had, or to any part of it. Awaiting which,

To the Secretary,
Railway Commissioners, &c. &c.

I have, &c.
(signed) *Charles Nash.*

(No. 922.)

Office of Commissioners of Railways, Whitehall,
31 July 1850.

Sir,

I AM directed by Mr. Labouchere to inform you, that he must decline stating any opinion as to the course he may deem it his duty to pursue in reference to the notice of motion before the House of Commons, relative to the Waterford, Wexford, Wicklow, and Dublin Railway Company.

I have, &c.

(signed) *J. L. A. Simmons,*
Capt. Royal Engineers.

C. Nash, Esq., Parliament-street.

**WATERFORD, WEXFORD, WICKLOW, AND
DUBLIN RAILWAY COMPANY.**

RETURN to an Order of The House of Commons,
of the 9th August 1850, of

“COPIES of the COMMUNICATIONS and PAPERS
which have passed between the Railway Com-
missioners and Messrs. *Lewis and Nash*, and Mr.
Nash, relating to the WATERFORD, WEXFORD,
WICKLOW, and DUBLIN RAILWAY COMPANY,”
up to that date.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, to be Printed,
21 February 1851.

[*Price 8 d.*]

71.

Under 12 oz.

**WATERFORD, WEXFORD, WICKLOW, AND DUBLIN
RAILWAY COMPANY.**

RETURN to an Order of the Honourable The House of Commons,
dated 21 February 1851;—for,

COPIES “of the COMMUNICATIONS and PAPERS which have passed between the Railway Commissioners and Messrs. *Lewis & Nash*, and Mr. *Nash*, relating to the WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY COMPANY, up to this Date.”

All Communications which have passed between the Commissioners of Railways and Messrs. *Lewis & Nash*, and Mr. *Nash*, relating to the Waterford, Wexford, Wicklow, and Dublin Railway Company, previous to the 9th August last, were presented on the 5th February 1851, in compliance with an Order of the House of Commons of the 9th August 1850. The present Return includes all Communications which have passed since the Date of that Order up to the 21st February last, the Date of the present Order.

Office of Commissioners of Railways, }
Whitehall, 10 March 1851.

Duncan MacGregor,
Registrar.

(*Sir William Verner.*)

Ordered, by The House of Commons, to be Printed,
12 March 1851.

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN
RAILWAY COMPANY.

Sir,

Parliament-street, 1 August 1850*.

WE are desired to forward for the information of the Commissioners, copy of the last two reports of the associated shareholders, bringing its position down to this time. We also add some rough corrections of some views expressed regarding this company, which it is but fair to make known.

Captain Harness,
&c. &c. &c.

We are, &c.
(signed) *Lewis & Nash.*

(Enclosures referred to.)

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY COMPANY.

COMMITTEE OF SHAREHOLDERS.

Further Report, for next meeting of Shareholders.

1. *The arbitrary course* pursued by the directors in conducting and breaking up the last General Meeting 25th February 1850, in using and then suppressing the vote on the South Wales Co.'s shares, in refusing any information to their constituency, or access to the books, has rendered it necessary to take the steps following, and to lay the results before the "registered holders."

2. *Several actions* are now pending against "registered holders" for alleged "calls." Every endeavour has been made by us to obtain a speedy decision on the general points to guide the "holders;" the directors have refused the overtures for an amicable consultation, to wind-up or otherwise, and also refused to "consolidate actions," and thereby save expenses of lawsuits. The "admission" of the prominent facts in the case has been refused by the directors, and it has been found necessary to stay the actions till the directors and shareholders abroad were examined as witnesses, and "discovery" obtained (by steps in Chancery) of facts essential to the general points of defence; namely, the liability of original allottees whose purchasers were refused registration under circumstances of suspicion, the legality of the calls under the peculiar facts, the construction of the 2d Act of Parliament, the object and fraudulent purposes of the calls, &c. &c., as pleaded.

3. *Measures and proceedings* (in Chancery) have also been taken to compel restitution to the South Wales Co. of their funds taken for 11,200 shares in the 3 W.'s Co., and a discovery of the facts attendant on their illegal buying up of shares in 1846 to defeat the shareholders. Also, against this Co. and its directors for a "discovery," and a declaration that the directors are *personally* responsible for the *illegal* and *fraudulent* acts complained of, and the losses occasioned; to restrain all their proceedings with the line, actions for calls, or the making more calls, and to restrain the South Wales Co. and directors, &c., from ruling or voting upon the affairs of this Company.

Early decisions will be obtained on these measures, which are adopted *on behalf of all the "registered holders,"* and *will benefit all who unite* with those aggrieved holders who feel that the time has now arrived for active support, to an "opposition" seeking only the general benefit, and that equity and control *which 6-7ths of the genuine constituency* are entitled to have, but which has *hitherto been overpowered* by the disfranchisement of votes, by the bought-up, illegal, and guaranteed shares, held by or on behalf of officials and their servants.

Other proceedings, against the directors *personally*, are pending for damages, for their refusals to register scripholders, for the registration of unwilling original allottees, and injury, through their misconduct, resulting to the corporate property, and the complainants, who are scripholders and registered shareholders.

4. The

* Received in the office of the Commissioners of Railways on the 9th August 1850.

Duncan MacGregor, Registrar.

4. The discussions on "*breach of privilege*" in the "House of Lords," supported and instigated by our directors and officials, have, of course, had your attention. The circumstances under which the financial "statement," with its "appendices," was sent in by Mr. Nash to the "Railway Commissioners," and the "mistake" by the officials in mistaking a "copy" of a document for an "original," are so plain and manifest that it can only be worth while to refer to the *prints* of the statement and evidence issued by the House, on an *ex parte* movement and explanation, where one party had the power of deciding, a house of six members came to a decision, prepared by the Railway Commissioner for it, on two grounds, *neither of which ever existed*, namely, (1.) That Mr. Nash had sent in the statement (or had "represented himself) as secretary of 'THE COMPANY,'" whereas he had never done so, but only as acting "secretary of 'THE COMMITTEE' of opposing shareholders;" a position WELL KNOWN to all concerned, and to the Commissioners, because they had for months been in communication with him in that character, and before and after that statement, and he could not pretend to be acting *on behalf of the Company*. (2.) That he had sent in "TO THE HOUSE OF LORDS" a "statement," in form of a "return" to an "order" not made on him; a "*volunteering of information*," whereas he sent in the "statement" "TO THE RAILWAY COMMISSIONERS," under an *open* order—which he had so framed for Lord Brougham in 1849—purposely left open to any one to comply with—and for them to use or not, as they pleased. Any "*intention*" to mislead was repudiated by the House, and entirely answered by the evidence, and the fact of our complaints against the Company being reiterated for months to the Commissioners by Mr. Nash's letters; so that the "statement" was impossible to mislead any man of business. The official "mistake" as to the "handwriting" was acknowledged this evening (12th April) to have been unfounded.—(See Letters in daily papers, 9th, 11th, and 15th April.)—The original of the "Appendix" in question is most essential to the "shareholders" in their litigation *against* Lord Courtown and the directors, and it is *their* interest to have it preserved and forthcoming, and not to suppress it, as insinuated. These proceedings must be regarded as desperate attempts to intimidate, to destroy this "opposition," and the civil and criminal proceedings pending against the directors, and the investigation sought.

5. Since the last meeting the best investigation, which could be made in the absence of access to the books, has been made into the *present state* of the "share register," and the results are subjoined; tested by different modes; (A. B. and C.)

(A.) The total " <i>subscribed capital registered</i> " [in genuine, fictitious, and guaranteed names] is only—shares	(e)	75,186
as "paying deposit of 30 s. in 1846" (per Directors' Report, August 1849).		
Including the South Wales Co.'s "conditional" subscription of 12,500,		
or	(d)	11,200
Thus leaving, among 1,300 names, say, shares	(i)	63,986

Which include or incorporate also —

"Original allotments," paid 1846	Total (b)	63,601
Fictitious subscribers to subscription contracts, 1846, for	(g)	14,000
The like, 1848, (for South Wales Co.) as $\frac{1}{3}$ ths of 12,500 shares (merged in d)	(h)	9,375
Holders of shares refused registration, 1846-7, "original allottees" registered hostilely, &c.		20,000
Shares and votes bought up, silenced, guaranteed, registered in clerks' names, &c., to vote, overpower meetings, &c.		
Shares transferred to paupers, &c.		

So as to leave not 10,000 in responsible or *bonâ fide* hands.

(B.) Existing "*Registered Shares* :—

The directors' accounts show that *nearly 6-7ths of the subscribed capital have paid nothing beyond the deposit of 1846*: thus,

- (c) "49,105 shares paid no more than the 'deposit' of 1846—6 : 30 s.—Arrears 73,000 l."
 (b) "7,944 shares paid the deposit and 1st call of 1846 and no more (2 l.)—Arrears 7,900 l."

"57,049 shares in arrear, 81,000 l." (August, 1849, report.)

- (a) "6,937 shares paid the deposit and 1st and 2d calls of 1847-8, (3 l.)"

- (i) 63,986 shares, held by 1,300 persons, giving an average of 50 shares to each persons.
 (d) 11,200 shares, South Wales Company, paid the "deposit" and all calls (3 l.); to pay no more?

- (e) 75,186 total "registered" shares 1846-50, and paid "deposits" 1846.

A vast majority of *c* had sold or transferred to paupers before register sealed. Nearly all of *a* and *b* paid calls to transfer to "poor persons." Those in *d*, and many in *b* and *c*, who hold guarantees are said not to be liable to pay more calls. Yet the South Wales Co. *nominate a majority of directors*, and by their votes also control the meetings and shareholders, and by calls exclude genuine holders.

(c) *An investigation, and average*, of the names, in the absence of access to the book itself, show that the "register" of 1846-7 originally contained, say 1,300 names holding 64,000 shares (*i*), averaging 50 shares to each man; that 300 new names were put on *since the panic of 1846*, of course mostly guaranteed or poor persons; making a total of 1,600 names, which we thus dispose of, *up to February 1850*:

300 names have gone off the "register," [transferred to paupers, &c.]
 346 names have "gone away—dead," &c.
 Say only - 100 names are indemnified, hired, &c., registered hostilely, illegally, &c.
 Leaving only 854 names existent on the register as payers—That
 550 of the names now on the register are ascertained to be "poor persons," leaving
 ———— 300 names or thereabouts—
 Of which not 200 can pay—or say 10,000 shares—
 ————
 Above - - 346 names (rich and poor) dispute liability, and join in the "opposition;"
 or support a wind-up;
 and we have reason to believe that nearly—
 300 more are in favour of a dissolution, and against the prosecution of
 the scheme.

The sentiments and position of about 200 have not been ascertained; if in existence, they are most likely to support this committee. *We are unable to discover 50 names in favour of going on with the Company—6-7ths resist the calls, and are in favour of a wind-up—and even some of the directors and officials have abandoned the Company since Christmas last.*

6. IT RESULTS that there *cannot be 10,000 shares in responsible hands left*, or likely to stop on the register: from the best investigation which could be made in spite of the refusals of access to the "register," though a "*mandamus*" has been awarded for that access, and for better "*balance sheets*" for the half-yearly meetings. On these 10,000 shares is the burden imposed of raising a capital sufficient to complete a line to Wicklow, at least.

The directors and officials have evinced their opinion of their own plans and of the line: In 1845-6 they and their connexions, &c., had 28,000 (*b*), 14,000 (*g*), and 11,200 (*d*), shares,—there are not now (besides those 11,200 "conditional shares" of the South Wales Company) 1,000 shares in these names: R. D. Kane, solicitor; W. O. Hunt, solicitor; Daniel Tighe, Director; F. P. Barlow, Director; the secretary (five shares)—the accountant—the architect—the G. W. R. secretary, auditor, and chairman, &c. &c., *have all transferred lately, and gone off the register*. Of the present ten directors, six are nominated by and for the South Wales Company (who are "not to pay more calls"), and need not hold shares. Viscount Stopford held "allotment" of five shares till lately; Mr. Ponsonby took his in 1849, shares being then given away; Earl Courtown had 52 in 1846; Sir T. Esmonde 50 shares. (*Return to House of Lords, 1850, No. 79; House of Commons, No. 279.*)

In face of these facts the directors persist in refusing to meet any portion of the shareholders, and in going on with the company, suing for calls, and by means of a majority of directors and of shares, *thus obtained*, setting the remnant of genuine shareholders at defiance, oppressively and arbitrarily ruling them, and continuing the Company; also promote a Private Bill to make 23 $\frac{1}{2}$ or 30 miles (to Bray and Wicklow), to raise half a million at least for it, and to fix a permanent burthen on the real constituency against their will.

7. AS TO THE WICKLOW LINE, *fresh inquiries* have been pursued; the directors' "estimate" of cost is as follows: (*a*) Kingstown to Bray Bridge, with Killiney Tunnels (7 $\frac{1}{2}$ miles) will cost 171,102 *l.* for "works;" there is already "expended" 25,000 *l.* mainly on Killiney tunnels; (*b*) from "Bray Bridge" over the river to "Bray," through Bray, "Bray Head," and tunnels (three miles), will cost for "works" 68,687 *l.*; already expended 30,000 *l.* at Bray Head, tunnels, &c.; (*c*) Bray Head to Wicklow (12 $\frac{1}{2}$ miles) 60,480 *l.*, no "expenditure" yet thereon, but query if any liabilities?—*These make 300,270 l.*; besides (*d*) permanent way, 100,000 *l.*, stations, &c. 20,000 *l.*; making the total of *Mr. Brunel's estimate*, Kingstown to Wicklow, 420,270 *l.*; "of which has been expended on works and land, 52,191 *l.*; leaving a balance of 368,000 *l.*" to be provided.

Besides "this balance to be provided for," there is no account of (*e*) the necessity of making a line to Dublin, or carrying out the "Kingstown" agreement, to alter their gauge for seven miles, to take their (then useless) stock, value 42,000 *l.*, to buy working stock for our line, say 100,000 *l.*, the "atmospheric Dalkey" stock, *l.*, office expenses, 3,000 *l.* a year, &c. &c.; so that 500,000 *l.* more, at least, would still be wanting for this fraction of the scheme!

The traffic to Wicklow scarcely maintains one daily conveyance, and the population is under 7,000, Bray to Wicklow. If we go Kingstown to Wicklow, we must also pay the
 Kingstown

Kingstown Company 34,000 *l.* a year rental for 35 years, and a "moiety of our gross receipts above 55,000 *l.*" over their line. The Kingstown Co. now take less than 1,000 *l.* a week (say 52,000 *l.* a year), deduct working expenses, 30,000 *l.* or 60 per cent., leaving 22,000 *l.* only.

To meet the accession of large and genuine holders, and for their interests, it has been expedient to strengthen the "shareholders' committee," and measures are in hand for defeating the schemes of the directors in Parliament, the liabilities sought to be firmly fixed upon the "registered holders," for an investigation of the facts, and for substantial relief.

Submitted to the shareholders "under protest against the legality of the Company, the directors' acts, and without prejudice."

Charles Nash, Acting Hon. Sec. Shareholders, &c., for
Lewis & Nash, P. A.

52, Parliament-street, April 1850.

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY.

Associated Shareholders and Committee—Further Report.

THE time has arrived to Report on what has passed since the former Report was made, and the following *Outline* will probably suffice for the present of important Operations and Results :—

1. We have secured, as we believe, a "dissolution of the Company, and abandonment of the scheme." After the signal failure of the last desperate effort in the "House of Lords" to defeat or discredit this opposition (then pressing closely upon the directors personally), overtures were made by the directors to us to "suspend proceedings in England and Ireland on both sides," to which we assented, having only *one object* at heart; subsequently, on 1st June, we obtained a *written pledge* "to dissolve the Company, &c." [Appendix]. But, as we are under a pledge "not to print or circulate it," we can only say that it is open to inspection here, with the correspondence.

2. We agreed to postpone our proceedings in Chancery, &c., against the directors personally; our trials at common law for damages, fixed for June; the indictments against the past and present directors for malfeasance, abuse of powers, &c., prepared under counsel's advice; our opposition to the "South Wales" Bills, and at their meetings; proceedings in Parliament, mandamus to inspect books, public discussions of the facts charged against the directors, and our defences of the shareholders from actions, &c. &c. The Chancery motions stand for next week for an injunction*. We have also suspended all actions for calls by the directors.

3. Notwithstanding these concessions, and in spite of the "arrangements" made, the directors have prosecuted *actions against shareholders in Ireland, down to this time*, at enormous expense, pressing with peculiar severity upon individual shareholders, and to arrest which we made many efforts. The correspondence, we submit, convicts the directors of a breach of faith and oppression on the shareholders, of which some explanation should be given, as it disentitles them to any *confidence*. [*Vide Supplement.*]

4. We have satisfaction in communicating the *success of labours* commenced and pursued for nearly three years, under "*heavy blows, great discouragements,*" and circumstances unequalled; with bitter personal opposition from directors, *defections and supineness* of shareholders, great expenses, and contests unparalleled in railway history, and of which the shareholders have as yet but little idea.

5. Better and more speedy results might have attended this perseverance, with an ordinary constituency; but by an early and economical "winding up" (after settling some preliminaries), the loss to the shareholders will be trifling compared with what it would have been if the delusions disseminated by every half-yearly report had continued to mislead the shareholders, and to make them the "laughing-stock" of Ireland.

6. The directors have not ventured to proceed with their "*Bill*" in Parliament, for which every opposition was prepared by us†. We have also watched other measures this Session affecting you.

7. We also find that, notwithstanding their *continuous* and *recent* boast of the *profitable* nature of their "*scheme,*" directors, solicitors, secretary (who held five shares), architect, and other

* An injunction has been obtained (17th July), restraining actions, calls, and works, and the South Wales Co. from acting or voting upon their shares, &c., and their directors from interfering in affairs of 3 W. Co.

† Since this was written, notice has been given in the Commons, for a *Committee of Investigation*; the directors have since "withdrawn their Bill;" but we attach the condition of its being without prejudice to the notice of motion.

other officials, and their friends, have since *transferred their shares* to poor persons, and gone off the register of a Company which they boasted so late as the last meeting would pay six per cent.

8. An *inspection of the works* confirms our previous statements of the *delusive and reckless* character of the scheme, not three miles of line (on the sea side of Killiney and Brayhead rocks, round and through desolate rocks and precipices, overhanging the sea on one side, with mountains on the other), have been *above half* cut and finished. The boasted "gift of land" (part of said rock) has cost us about four-and-a-half miles of solid wall five feet high, a roadway 15 feet wide, with another solid protecting wall, averaging five feet depth for three miles, all round the rock, overhanging the sea, above the proposed line of railway.

9. We find that the present state of Ireland, the past reckless management, the worthless nature of the scheme itself, have rendered the earliest abandonment of the scheme the best course; the directors have at length yielded to this great object of our labours, by *stopping all the works*.

10. It is necessary to have the *cordial co-operation* of the shareholders with this association to ensure a proper termination, with that spirit of fair play and absence of personal feeling which we have ever desired.

Submitted to the shareholders without prejudice, and under protest.

By Order, *Charles D. Nash.*

52, Parliament-street, London, July 1850.

The proceedings in Parliament (No. 297), are published by the "Commons" at a trifling charge.

Appendix to Report.

LOGAN v. EARL COURTOWN, 3 W.'s Co., and Others.

NASH v. SOUTH WALES COMPANY, 3 W.'s DIRECTORS, and Others.

(A.)

In Rolls.—LOGAN v. 3 W. Co.

THE motion in this cause, and in Nash v. So. Wales Co., to stand until next seal; the counsel for the 3 W. Co. undertaking that until the motion in this cause be heard, all further proceedings in the actions at law against shareholders of such Co. are to be suspended.

26 April 1850.

Lake Russell.
Roundell Palmer.

[Motion was heard on 17 July.]

(A. 2.)

2 May 1850.

MOTIONS [for injunction, &c.] to stand over further until the first seal after term (22 May), to be then disposed of, whether answers filed or not in the meantime. Any affidavits to be filed at least four days previous to that day.

Proceedings against shareholders for calls to be suspended until *motions disposed of and answers filed*, except the setting down for hearing or trial, and the collecting evidence and subpoenaing witnesses in the actions in which issues are joined. All proceedings against the associated shareholders in England to be suspended until the result of three pending actions (in London) is known, and every facility to be afforded by both sides in those cases for obtaining speedy decisions therein.

LOGAN'S CAUSE to be re-entered for trial in Middlesex, and at all events not to be in the paper the first four days of special juries.

W. O. & W. Hunt, Solicitors for Companies.
F. A. Lewis, Plaintiff's Solicitor.

[Actions in Ireland pursued, entered for trial on 9th May. Actions again entered for trial in Dublin on 23d May.]

(B.)

22 May.

AGREED motions to stand over till next seal (1 June) upon above undertaking. Company not to act on any verdict against shareholders in Ireland, if obtained before notice of this arrangement reaches Dublin, until this undertaking expires. Mr. Hunt to communicate this immediately to Dublin, &c.

W. O. & W. Hunt, Solicitors for Companies.
G. Lake Russell, Lewis & Nash, for Plaintiffs.

[Actions in Dublin postponed by Court to 13th June.]

(C.)

1 June 1850.

It is agreed between the parties hereto, and to the proceedings at common law, and order by consent, as follows :

1. Let the motions further stand over to first seal after term (17 June) upon the former undertaking of the defendants, and without prejudice to any questions in the causes, the undertaking extended as follows:—It is distinctly understood that the actions in Ireland are included in the same category with those in England. Also that all proceedings and trials, on both sides, by or against shareholders, be suspended in England and Ireland till the above period.

2. A letter of three at least of the directors, agreeing as far as they can individually to a wind-up, and that they will use their best endeavours (by arrangement with other companies, or otherwise in the event of those arrangements not being carried out) to effect a wind-up and dissolution, and to induce their co-directors to concur with them in effecting the same, and in all proper steps for that purpose, and for obtaining powers for that purpose.

3. All other steps besides actions by shareholders, to stand over (except requisition) till after said first seal. If a committee to wind-up and abandon the 3 W.'s scheme be not then agreed upon, shareholders to be at liberty to bring on or renew their notices or proceedings. If the motions are brought on, no advantage to be taken by the defendants of the omission in this agreement of any undertaking to stop the works of the 3 W.'s Company from this day.

*W. O. & W. Hunt, Solicitors for Companies.
F. A. Lewis, C. Nash, for Plaintiffs.*

"A separate assurance by letter by Messrs. Hunt, that they will advise, and use their best endeavours, that *no steps seriously affecting the shareholders* shall be taken meantime, &c."—*The Letter of three directors, dated 3d, also given.*

[Eleven actions entered for trial on 13th June, in Dublin, postponed by Court to bottom of list.]

(D.)

19 June 1850.

It is further agreed between the parties to these, and to the proceedings at common law, and order by consent, as follows :—Let the motions further stand over to third seal after term (17 July), upon the former undertakings of the defendants (except as altered by the present one), and without prejudice to any questions in the causes. Motions to be then disposed of, whether answers filed or not in the meantime. Any affidavits to be filed at least four days previous to that day. Company not to act on any verdict against shareholders in Ireland, if obtained pending this arrangement, until this undertaking expires. Mr. Hunt to communicate this immediately to Dublin. All other steps (besides actions) by shareholders to stand over (except requisition) till after said third seal, without prejudice to them by delay. If a committee to wind-up and abandon the 3 W.'s scheme be not agreed upon before then, the shareholders to be at liberty to bring on or renew their notices or proceedings. If the motions are brought on, no advantage to be taken by the defendants of the omission in this agreement of any undertaking to stop the works of the 3 W.'s Company from the date of last arrangement (1st June). This is without prejudice to any questions as to costs on either side in the actions.

Fred. Aug. Lewis, Plaintiff's Solicitor.

W. O. & W. Hunt, Solicitors for Defendants and the Companies.

(E.)

Limerick, 18 June 1850.

Gentlemen,

With reference to your remarks that the Irish Trials "would not be tried" on the 13th, we are prepared to show that Mr. Kane refused to acknowledge the agreement of the 1st June, as well as that of 22d preceding; that the cases being in a state of rest, he, after the 3d of June, gave notices of trial; that remonstrating notices were served on him without avail; that he tried to force on the trials on 23d May, and opposed their postponement to 13th June; that up to the 12th he continued to press them for trial, and was aware that evidence was sent for from London; that on the 12th he opposed any adjournment on the ground of evidence not having arrived, and the cases were to be taken first next morning, the 13th, unless Mr. Nash arrived, and then the C. J. thought he would delay them for a day to prepare the parties' evidence; that Mr. Nash having arrived, at great inconvenience, on the 12th, the causes (retained first in the paper for the 13th) were called on on the 13th, when the court was informed of the facts, and it was only on Mr. Nash's producing and proving the original agreements of 1st and 3d June, that the causes were not tried, the judge declaring that he would not try them in face of it, and ordered them to stand at the bottom of the paper, but pressed much that Mr. Nash's and the other evidence should be taken, so as to save keeping Mr. Nash or bringing him over again; Mr. Nash thought that the interests of all parties required a different course, and three days' notice of trial was ordered to be given, to enable Mr. Nash to attend. The cause list

had only about 40 causes; *these were in the paper for the 17th* (18th and 19th again for trial).

Mr. Kane declared in court on the 13th that he knew nothing of the agreement as to the Irish trials, that it had never been communicated to him; and on the 17th he called on Mr. Meade to show them that he had not, and a letter from Mr. Hunt expressing surprise that the arrangement had not been communicated to him by his establishment.

The Irish agent is now going on with actions for *the assizes*, and three cases, I believe, are pleaded in to-day.

It will be seen how unfair has been the course of proceeding here, evidently for costs, and how uncalled-for are the remarks as to the journey which Mr. Nash had, most unwillingly, to take.

To Messrs. Hunt.

We are, &c.
Lewis & Nash.

(F.)

Gentlemen,

24 June 1850.

WE find that the Dublin causes were continued in the paper for trial on Tuesday and Wednesday last, and on the latter day ordered to be postponed by the court; Mr. Nash was about leaving Dublin when he found that the Company had given notice of trial on the evening of the 20th, for the *Louth Assizes*. We must protest against this violation of the engagements "to stay proceedings until the motions disposed of, and answers filed;" we shall be glad to know what instructions you have given Mr. Kane, as he repudiates all control.

To Messrs. Hunt.

I am, &c.
Fred. Aug. Lewis.

[Motions are on 17 July, for inquisitions.
Meantime actions tried in Ireland against shareholders.]

FURTHER REPORT, ASSOCIATED SHAREHOLDERS.

REFERRING to the "Report" of the "Associated Shareholders" we have to add that the resistance by the shareholders, and the proceedings against the directors, at length led to overtures by the latter; in April and May agreements were made to suspend all legal proceedings and trials on both sides. On 1st June three directors pledged themselves to do their best to effect a "wind up" of the company, and obtain powers for the purpose; and their solicitor engaged that nothing should be done by the directors affecting the interests of the shareholders, as far as he could influence them. Notwithstanding those agreements they proceeded in Ireland against the shareholders.

Then the shareholders proceeded with the motions, and on 17th July obtained an injunction restraining works, calls, actions, and the directors voting or acting on the South Wales Company's shares, until 2d November.

The shareholders brought the matter before the House of Commons, but it was defeated by mis-statements for this Session.

The directors allege a Board Resolution "to wind up," but only to do so in their own way, namely, (1.) To collect in all arrears of calls through the solicitors. (2.) Themselves to settle all claims and liabilities, and take power to make further calls. (3.) Provided they have a requisition from the proper proportion of shareholders for this purpose, and *binding them to the foregoing*. The directors refuse access to the "register," for the means of complying with this secret resolution. It is impossible to adopt that resolution *enabling* the directors to wind up in secret, and to settle their own accounts; the shareholders desire a "wind up and dissolution" in a *legal way* and by an *independent* authority, such as the Commissioners of Railways under the "Railway Abandonment Bill," the expense of which would not be 50*l*.

It is necessary for all registered shareholders desiring a dissolution, and if possible a return of some portion of the money paid, to unite, and to have their wishes represented at the meetings, &c.

Saturday, August 1850.
52 Parliament St., London.

Yours faithfully,
Charles Nash.

FURTHER MEMORANDUM, 2d August 1850, in continuation of Statement (pages 33 and 9 and 29) in printed papers, No. 297 and No. , and the printed petitions Nos. 777 and 903; and in explanation of some topics inaccurately used, and producing erroneous impressions as to the Associated Shareholders, and their proceedings and acts.

THE Printed Papers, Nos. 297 and , contain the "Reports of the Associated Shareholders," and the "Statement" laid before the House of Lords, and there complained of (pages 1 to 13); also the evidence thereon (pages 14 to 24), and part of the correspondence with the Commissioners (pp. 24 to 36).

(1.) CORRESPONDENCE

(1.) CORRESPONDENCE WITH COMMISSIONERS OF RAILWAYS.—B. W. Nash.

THE correspondence (pp. 32 to 36 of No. 297), shows, it is submitted, that the Commissioners called for "written statements *preparatory* to interviews with the opposing shareholders;" that statements *were* sent in; that the interviews were not afterwards granted or proffered; that no reference was made to the "powers," duties, or "functions," of the Commissioners throughout the correspondence.

It is submitted that the case is peculiarly within their functions; it relates to the violation and abuse of Parliamentary powers and regulations, under unparalleled circumstances (by the persons mentioned in page 9 of No. 297.)

It follows that the allegation made, of Mr. Nash being required to "point out anything within the Commissioners' functions," "failing to do so," &c., has no existence in fact.

It appears from the correspondence (Return 297, p. 24 to 36, and) that after seven weeks' correspondence with Mr. Nash, and well knowing that the statements sent in to the Commissioners had emanated from him, without requiring any explanation or giving any warning, the Commissioners, in conjunction with his opponents, suddenly took one of those statements (on 15th March), pp. 1 to 13 of No. 297, to the House of Lords.

(2.) HOUSE OF LORDS' PROCEEDINGS.

The Commissioners complained that it was "in a *form* calculated to mislead as to its source;" on that point alone did the Lords adjudicate; they did *not* adjudicate as to the "missing documents."

The allegation that the House of Lords investigated fully as to the missing documents, and came to a decision and censure thereon, is shown to be unfounded by Return 297, pp. 14 to 24. That House only *incidentally* asked a few questions out of 188, as to the original documents, on an *ex parte* statement and movement, where *only one side was heard*, refusing a full investigation, no opportunity for it being offered.

(3.) THE MISSING DOCUMENTS OF 1846,—

Which were inspected by us in 1848, and which were *not* missed until 1850, are most material to the shareholders against the directors. Whose interest is it to suppress them? Those documents were in the *immediate* custody and control of two officers who are shown by those documents to have been "original allottees" of shares in this company, through interest with their friends on the direction (pp. 9-11 of No. 297). A copy of one of those documents was "appended" to the "statement" complained of (p. 13).

Notwithstanding the mode in which the questions were framed by Lord B——, in the House of Lords, it yet transpired (questions 112 and 175 in No. 297) that Lord Brougham, and consequently the company, knew of the loss or absence of the documents two days before the "search" for them was made by Mr. Dickinson. Although a copy has been for four months verified before the Master of the Rolls, no attempt has been made there by the directors to impeach said copy (Appendix 3, p. 13, of No. 297).

When to these facts are added, that one of those officers has lately absented himself, not, it is believed, on this account, and that one of the answers in his evidence has been altered from "No" to "Yes," (question 100), is it not due to the House, to the officers, to the parties, and to the better preservation of the documents deposited, to have inquiry made? not as "reflecting or casting imputation" on *any one*, but to devise remedies and better securities.

(4.) REMEDY FOR THE LOSS.

Why should the directors or the Government resist such an inquiry, and the punishment of any parties implicated? The parties interested have an order of this House for the production of these 11 documents in evidence. It is not their interest to suppress them. Are they not entitled to call on the House to *devise some remedy for the loss*? To give a thorough research and investigation, or a fresh return of the information contained in the documents under the Peel and Duncombe resolution of 1846, a large bundle of which has been mislaid or abstracted, and the residue of the bulky deposits left in the House (*vide* Printed Petitions, Nos. 777 and 903, and subsequent petitions refused to be printed, "because requested not to do so"). Mr. Hayter, as a provisional director of this company, owes it to his own character to promote such an inquiry.

(5.) ABUSE OF PARLIAMENTARY POWERS, AND DEFEAT OF A PUBLIC WORK.

It is denied that this is a "mere squabble" between shareholders and directors. It takes far higher ground. The shareholders do not desire to escape from any legal liability; all the genuine independent shareholders are of one opinion,—not 50 out of 1,300 can be found to support the directors,—but they deny the legality of all the proceedings.

It concerns the public and Parliament—in the defeat of a public measure, Parliamentary forms and safeguards,—not by the *ordinary* causes of failure or misfortune, but by most nefarious, illegal and fraudulent means, and the exercise and *abuse* of the powers of Parliament; and impositions on it as well as on the constituents.

Indeed it becomes a case for prosecution by the Attorney-general, if the statements in the "Reports," and those at pages 29 and 33 of No. 297, and the petitions, are correct or deserve notice.

The *Court of Chancery* in no way touches these questions of abuse of powers and defeat of Parliament, loss of documents, or remedy for the loss.

The Papers and Petitions (of 1847 as well as 1850) allege, and, if true, establish the grossest violation of all Parliamentary regulations : Frauds and evasions, and impositions on Parliament ; the obtainment of the Act of Incorporation by fraud and deceit ; the carrying out of the powers of the Act by fraud and misrepresentation ; denial of access to books and accounts ; abuse of powers ; defeat of shareholders' powers by iniquitous and unparalleled means ;—for all of which there is *no remedy* but through Parliament.

Parliament has a right, and is bound to inquire into the defeat of a project by such means, and the necessity for altering its own regulations and the law, so as to better protect shareholders and the public.

Sir R. Peel, in the debates of 1846, said, "if it should appear that provisional committees or directors traffic in shares, in order to overpower the sense of shareholders at any meeting, if undue means are resorted to for the purpose of counteracting the intention of Parliament with respect to Railway Bills, I do not believe such parties will be exempt from *Parliamentary inquiry and censure*, and it will be *the duty of Parliament* to expose their transactions and lay them before the world."

THE LINE.

The line was projected in 1845, for 160 miles ; capital, two millions ; in 100,000 shares of 20 l., but half the shares were allotted *bonâ fide* (Return 297, pp. 3 and 13). The Parliamentary deposit of 10 per cent. was fictitious (page 4 of Return) ; the provisional committee (page 8) sign for 54,000 shares (page 4 of Return). The insolvent state of the share register is evidenced by page 5 of Return 297. Fictitious deeds to meet and evade Parliamentary regulation, and deceive Parliament and the shareholders, were created, and fictitious subscriptions added to make up the Parliamentary number (pages 4 and 33 of No. 297), and were used *throughout* to control, deceive, overpower, and defeat the genuine and independent shareholders.

When, in December 1846, there was a *bonâ fide* majority for "stopping the Company and winding up," the directors (named at page 9) bought up shares, refused to register holders by purchase, if hostile to them ; registered original allottees against their will, and then bought up transfers or votes ; bought off proxies from the opposition ; took the South Wales Company's capital in 1846 secretly and illegally, as stated by the Commissioners in their Report, 1847, to buy up shares to overpower the genuine holders ; and committed the other nefarious acts detailed in the "Shareholders' Reports" (pages 33 and 29 of Nos. 297 and). The subjoined letters of Carden & Whitehead, &c., as to buying up shares and hiring shareholders to vote at packed meetings, serve to *ILLUSTRATE* these proceedings (A.A.).

By these and other iniquitous means they created a fictitious majority, which they have used at every meeting to overpower the shareholders, pass their accounts, dissolve the meetings, refusing discussion or access to the books, or any control or expression of opinion, as detailed in the "Reports." Thus defeating the powers of the shareholders and the provisions of the Companies Clauses Act, and the intentions of Parliament.

In this state of affairs genuine holders transferred to paupers, and others resist the legality of the whole proceedings.

The shareholders have thus become reduced from 100,000 shares to 75,000, and down to now less than 20,000 in responsible or *genuine* hands, unwilling to go on, unable to carry out the project ; and of which number there are 11,200 in South Wales Company's hands, "on which no more calls are to be paid" (*vide* pages 5, 7 and 33, of No. 297, &c.)

By fraudulent means a complete control has been placed in the hands of a "majority of the directors *permanently* nominated by the South Wales Board, nominally on footing of a fictitious subscription in future, never made. The same men are on the direction of both Companies (*vide* pages 33 and 7 of 297).

Not three miles of the line have been half made in four years. The whole capital raised has been expended in excavating rocks ; 100,000 l. in expenses ; 50,000 l. on works and land (pages 5 and 7 of No. 297). The Company is 50,000 l. in debt. The works are all abandoned (Reports of July 1850, No.). The project is defeated by these nefarious proceedings, and the shareholders (page 24 of 297, and p. of No.) desire to dissolve. The landowners have been played with, and deceived and paralysed.

WIND-UP OF THE COMPANY.

The shareholders, with no discoverable exception, desire to wind up and dissolve, and to abandon the whole works. The directors wish to do so *by themselves*, in their own fashion and way (Appendix), and *not* to come before the Commissioners of Railways with their accounts, under the "Railway Abandonment Bill," or before any independent authority. They allege that the "Railway Abandonment Bill" will not be made to apply to this case !

Thus the shareholders are *without relief*. *Chancery cannot touch* these matters, or anything but to stop the works and actions for calls ; it can provide *no remedy*. Parliament alone

alone can interfere, and at least investigate the statements which cast such a stigma on The House and its Members, the purity of the laws of this country, and the practices in Parliament.

This explanation with reference to topics used on Sir W. Verner's motion for an inquiry, will remove any unfavourable impression, which was not intended to be created by any imputations of any kind on any department.

August 1850.

On behalf of the associated shareholders,

Charles Nash.

(A. A.)

THE following *Indemnity* was given in some cases.

"In consequence of your having this day executed a transfer of your shares in the 3 W.'s Company to We hereby undertake that such transfer shall be accepted by the purchaser thereof, and that you shall be released from all further responsibility, and be held harmless and indemnified from any calls.

"R. D. Kane & A. Symes, Solicitors to 3 W.'s Co., Dublin."

15 February 1847.

The following Circular was printed and sent to Members.

You are probably aware that you have been registered for shares in the W. & C. Co., in consequence of the *scrip*holder having failed to register himself. The object of this is to inform you that, provided you give us an early call, not earlier than Wednesday nor later than Friday, we can relieve you of the responsibility you have so unwillingly incurred.

Carden & Whitehead, Stock Exch.

Gentlemen,

Clonmel, 15 February 1847.

On yesterday (Sunday) a partner from the firm of Carden, Whitehead & Co. of London, stockbrokers, waited on me, with others in town who are interested in W. W. W. Railway Company. His object was to obtain a withdrawal of our proxies, and to get an assignment of our shares to them, relieving us thereby from all further responsibility. He was also fortified with letters from Lord Duncannon to Mr. Bianconi, requesting his influence in the matter.

Sir,

2, Royal Exchange Buildings, February 1847.

Finding you are registered for shares as an *original allottee* against your will, in the Waterford, Wexford, Wicklow, and Dublin Railway Company, by your favouring us with a call on or before next, we will release you from all responsibility by taking a transfer of the shares.

Carden & Whitehead.

Sir,

February 1847.

We enclose you a draft for 2 l. 10 s., and by your attending the meeting which will be held at 449, Strand, and giving your vote, we will add to the amount afterwards. If you have any friends whom you know to be registered shareholders, we shall feel obliged by your sending them to us, and we will treat with them.

Carden & Whitehead.

Sir,

16 February 1847.

If you are at the meeting by 2 o'clock you will be in ample time, the ballot may not take place till later in the day. It will be necessary that you support the directors in any proposition they may make, by going to vote in their favour; the mode of voting the secretary will explain.

C. & W.

Messrs. Carden & Whitehead think it right to give Mr. notice that until the meeting of the Waterford, Wexford, Wicklow, and Dublin proprietors be actually concluded, it will be necessary for him to be in attendance to vote on any division which may take place; one took place yesterday afternoon, at which they hope he was present.

C. & W.

Waterford, Wexford, Wicklow, and Dublin Railway Company.

Sir, 52, Parliament-street, Friday Evening.

I AM informed that to-day copies were ordered by the House of Commons of all communications on hand, and I beg to offer, if it will facilitate your department, to furnish you prints of the reports, &c. of the shareholders, which were sent to your department in print.

Captain Simmons, &c. &c.,
Secretary Railway Commission.

I have, &c.
(signed) Charles Nash.

Office of Commissioners of Railways,
Whitehall, 10 August 1850.

Sir,

I AM obliged by the offer contained in your letter of yesterday, of copies of the printed reports, &c. which have been sent by you to this department, and will thank you to furnish them, in order to facilitate the completion of the return to the order of the House of Commons.

C. Nash, Esq.,
52, Parliament-street,

I have, &c.
(signed) J. L. A. Simmons,
Capt. Royal Engineers.

3 W.'s Co., Parliament-street,
10 August 1850.

Sir,

HEREWITH you will receive a copy of each printed report, as corrected and issued.

Captain Simmons, &c. &c.

I have, &c.
(signed) Charles Nash.

Waterford, Wexford, Wicklow, and Dublin Railway Company.

Sir, 52, Parliament-street, 28 November 1850.

WE have to communicate to the Railway Commissioners, that at the adjourned general meeting of shareholders of this Company, it was resolved, that a deputation should wait on the Railway Commissioners and the Attorney-general, on the subject of the affairs of this Company, and especially regarding the "Railway Abandonment Act," and the difficulties in the way of its operation, with a view to an amendment thereof in the next Session of Parliament.

We have the honour to inquire whether it will be acceptable to the Railway Commissioners to receive a deputation on the subject of the Railway Abandonment Act, and its failure of application to this Company, in order that we may arrange with gentlemen to form such a deputation, some of whom reside in the country.

To the Secretary Railway Commission,
&c. &c. &c,

We have, &c.
(signed) Lewis & Nash.

Office of Commissioners of Railways,
Whitehall, 2 December 1850.

Gentlemen,

I HAVE been directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 28th ultimo, and to inform you that before they make any appointment to receive a deputation from the shareholders of the Waterford, Wexford, Wicklow, and Dublin Railway Company, they are desirous of having a written statement of the amendments which the shareholders are desirous of proposing as to the Railways Abandonment Act.

Messrs. Lewis & Nash.

I have, &c.
(signed) Douglas Galton,
Assistant Secretary.

In re Waterford, Wexford, Wicklow, and Dublin Railway Company.

Sir, 52, Parliament-street, 27 December 1850.

WE have, on behalf of the associated shareholders of this Company, to lay before your Commission, for its consideration, a copy of the report of the shareholders' committee of 30th October last.

I have, &c.
(signed) *F. A. Lewis.*

(Enclosure in Letter of the 27th December 1850.)

WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY COMPANY.

SHAREHOLDERS' REPORT, 30 Oct. 1850.

THE adjourned half-yearly meeting of shareholders in this company was held on Wednesday, 30th October 1850, at the King's Head Tavern, Poultry.

Mr. *Pulsford* was called to the chair.

Sir *Wm. Verner*, bart., M. P., said that he had attended the meeting of the company held in Dublin the other day (31st August), in consequence of his attention having been called to the affairs of the company, and also on account of the part he had felt it his duty to take in the House of Commons with regard to the proceedings of the directors. That meeting was convened in Dublin, contrary to the usual practice. He believed that with one exception all the meetings of the company had been previously held at the office, 449, West Strand. However, it was not until he arrived in Dublin that he discovered that the object of the directors was to hold no meeting at all. At the appointed time a considerable number of shareholders were present, and, after waiting half an hour, Lord Courtown, the chairman, stated that there was not a sufficient number of shareholders present to constitute a meeting, and, at the end of another half-hour (two o'clock), his lordship declared the meeting dissolved. He (Sir W. Verner) was desirous that the directors should at least hear what they had to say, and on account of the course he had himself taken with regard to the company in the House of Commons, he wished to make some explanation, and, if possible, obtain some information from the directors with regard to what they intended to do. In reply to this, Lord Courtown said that the meeting was dissolved, and that being the case, that he could not, nor would not, hear what he had to say on the subject. So the shareholders present had no other alternative but to get some other gentleman to take the chair, Lord Courtown and the directors having left the room. Just at that moment Mr. Kane, the solicitor to the company, presented himself, and stated that the room was his, that he had engaged it, but he declined in the absence of the directors to state whether it would be paid for out of the funds of the company or not. A further unsuccessful attempt on the part of Mr. Kane was made to compel them to leave the room, but finding they were determined to proceed to business, Mr. Kane retired. A chairman was elected, and the shareholders present not only stated their opinions pretty freely of the trick which had been played on them, but passed resolutions expressing their disapprobation of the proceedings of the directors. They also passed a resolution adjourning the meeting to Fendall's Hotel, London, and, by subsequent adjournments, to the place in which they were then assembled.—(Cheers.)

Mr. *Charles Nash*, honorary secretary to the committee of shareholders, proceeded to read the following report:

Associated Shareholders and Committee—Further Report.

The time has arrived to report on what has passed since the former report was made, and the following account of important operations and results is submitted to the shareholders:

1st. The directors adopted the novel course of calling the "August half-yearly meeting" in Dublin: it was so necessary for the protection of the dissentient shareholders to continue (formally at least) to dissent to their proceedings, that Sir W. Verner, bart., M. P., to whose exertions the shareholders are deeply indebted, and Mr. Nash, went expressly to Dublin. Mr. Nash personally canvassed all the Irish shareholders, and also collected proxies from above 60 holders for that meeting, and was in a position to outvote the directors if they had condescended to form the half-yearly meeting. The directors themselves collected proxies from paid-up shareholders for their own purposes at that meeting; but they discovered two days before the meeting, that there was a majority of paid-up shareholders against them, and that they would be in a minority. Thereupon they appear to have excluded from their calculation of "shareholders constituting the meeting," all those who had not paid the disputed calls, whereby the numbers represented became reduced to a number less than the statute required to "constitute" a meeting. At that meeting on 31st of August, they declared that there was no meeting constituted, and they refused any explanation, or to listen to any remarks, and threatened the shareholders with the Dublin police. The opinions of two counsel have been taken, and they are clear that shareholders in arrear can form a meeting,

meeting, and act in every way except to vote on a ballot; consequently this meeting is held as an "adjournment" of that half-yearly meeting. We now proceed to communicate what has been accomplished since our last meeting.

2d. We have secured (as we believe) a "dissolution of the Company, and abandonment of the scheme." After we had taken legal proceedings, and after the signal failure of the last desperate effort in the "House of Lords" to defeat or discredit this opposition (then pressing closely upon the directors personally), overtures were made by the directors to "suspend proceedings in England and Ireland on both sides;" to which we assented. Subsequently, on 1st June, we obtained a written pledge "to dissolve the Company," &c. [Appendix.]

3d. The actions for calls, which were threatened in 1848, and again in 1849 and 1850, have been stayed. Agreements to try only three actions against the associated shareholders have been made, and further stayed by injunctions up to November term.

4th. The "further calls" threatened have also been stayed, and ultimately the intention abandoned. An injunction has also been obtained restraining further calls for the present.

5th. We "agreed to postpone" our proceedings in Chancery, &c., against the directors personally; our trials at common law for damages, fixed for June; the indictments against the past and present directors for malfeasance, abuse of powers, &c., prepared under counsel's advice; our opposition to the "South Wales" Bills, and at their meetings; proceedings in Parliament; mandamus to inspect books; public discussions of the facts charged against the directors; defended the shareholders from actions, &c. &c. The Chancery motions stand for next week, for an injunction.

6th. Notwithstanding these concessions, and in spite of the "arrangements" made, the directors have prosecuted "actions against shareholders in Ireland," down to this time, at enormous expense—pressing with peculiar severity upon individual shareholders—and to arrest which we made many efforts. The correspondence, we submit, convicts the directors of a *breach of faith* and oppression on the shareholders, of which some explanation should be given, as it disentitles them to any confidence. [Vide Supplement.]

7th. The "works" (which were estimated to take 70 years to finish at the rate at which they were progressing) were stayed by injunction, and ultimately stopped altogether.

8th. The directors have not ventured to proceed with their "Bill" in Parliament, for which every opposition was prepared by us. The Bill, as framed, would have cast upon the *solvent* holders a *positive* liability to raise among *themselves* "half a million at least." We also watched "other measures" affecting you.

9th. Although the endeavours to obtain a "committee of investigation in the Commons" were for the time defeated, owing to the lateness of the Session, and the mis-statements made, to which a direct contradiction was publicly given by Mr. Nash, yet various "returns" were ordered and documents *printed by Parliament*, illustrative of the management of this Company, preparatory to renewed efforts in the next Session, to which your assistance is solicited.

10th. An inspection of the "works" confirms our previous statements of the delusive and reckless character of the scheme: not three miles of line (on the sea side of Killiney and Brayhead rocks, round and through desolate rocks and precipices, overhanging the sea on one side, with mountains on the other) have been above *half* cut and finished. The boasted "*gift of land*" (part of said rock) has cost us about four and a half miles of solid wall five feet high, a roadway 15 feet wide, with another solid protecting wall, averaging five feet depth for three miles, all round the rock, overhanging the sea, above the proposed line of railway!! The present state of Ireland, the past reckless management, the worthless nature of the scheme itself, have rendered the earliest "abandonment" of the scheme the best course; the directors have at length yielded to this great object of our labours. We find that, notwithstanding their continuous and recent boast of the profitable nature of their "scheme," directors, solicitors, secretary (who held five shares), architect, and other officials, and their friends, have since transferred their shares to *poor* persons, and gone off the registry of a Company which they boasted so late as the last meeting would pay six per cent.

11th. We have satisfaction in communicating this success of labours commenced and pursued, for nearly three years, under "heavy blows, great discouragements," and circumstances unequalled, with bitter personal opposition from directors, defections and supineness of shareholders, great expenses, and contests unparalleled in railway history, and of which the shareholders have as yet but little idea. Better and more speedy results might have attended this perseverance, with an *ordinary* constituency; but by an early and economical "winding up" (after settling some preliminaries), the loss to the shareholders will be trifling compared with what it would have been if the delusions disseminated by every half-yearly report had continued to mislead the shareholders, and to make them the "laughing stock" of Ireland. In effect, one grand object for the shareholders has been accomplished, namely, a stoppage of and abandonment of the project. If we were

were to close here, our labours would not have been unproductive, but it is necessary to have the cordial co-operation of the shareholders with this association to ensure a proper termination of the affair, with that spirit of fair play and absence of personal feeling which we have ever desired.

12th. It is clear that but for the efforts made during the last three years, shareholders would have confided in the *illusory reports* of the directors; calls would have been made, and paid or enforced, and the *whole* 20*l.* per share would by this time have been called up, and become not worth 20*s.* when the *real position* of affairs was ascertained. The stoppage of a vast number of actions for calls for a long period, and further until three are disposed of, is a cause of much gratification to the shareholders; one action was tried in Ireland, but under circumstances not affecting other shareholders; other actions in Ireland were delayed through the instrumentality of the associated shareholders in London.

13th. Railway Abandonment Act.—We also watched, and gave much assistance to the passing of the “Railway Abandonment Bill,” in the belief that it could be, and that it would be, by your directors, applied to this company. That Bill was opposed by the *Great Western Direction*, and Mr. Hayter, the treasury secretary, *formerly a director of this Company*. They also opposed suggestions and provisions which would have facilitated its operation. Proceedings were taken in the spring of 1850, against Mr. Hayter and other directors, to obtain a proper investigation of the affairs of this company, and to fix them personally with certain liabilities; overtures were made, and undertakings entered into, to give a wind up and dissolution of this company, as before observed. Afterwards the solicitors of the company, by letters of June and July last, pressed us for a “requisition” from the shareholders to “wind up and dissolve this company,” upon which they avowed their readiness to act. Endeavours have been made, and are still making, to obtain signatures to a “requisition,” and the shareholders throughout Ireland have been personally canvassed by Mr. Nash for the purpose. But it has been found that no facilities for the requisitions have been afforded by the directors. Access to the “register of shareholders” has been refused; the “shareholders’ address book” has been imperfectly kept; the poor persons holding the directors’, solicitors’, and secretary’s shares have not been permitted to sign it, and other persons were dissuaded from doing so. The directors might have called a meeting, and put such Act in force without a requisition. The directors, in a late “report,” refer to their “intention to wind up, and to obtain a special Act for that purpose, finding that the Railway Abandonment Act disappointed their expectations in that respect.” This means a wind-up in *their own way*, and an *audit of their own accounts* by themselves, and may be characterised as delusive, and a means of prolonging the existence and the expense of the company, and the liability of the shareholders. It has been ascertained that the “Kingstown Company” will *not interpose* as a *bar* to a “wind up” of this company any *contract* with them, but they will seek for compensation for the breach of some contract. The obstacle is thus shown to be an imaginary one, and this company can be amicably wound up (at a cost of less than 60*l.*) under the Abandonment Act, instead of a special Act, which would cost 5,000*l.*, and might not be granted!! In an interview with the Solicitor-general he promised an amendment of the Abandonment Act next Session, if it were found not to work. It is proposed, that a deputation be appointed to wait upon him, and to concert measures for an amendment of that Act.

14th. The “*printed*” accounts for the last half-year to 30 June 1850 (audited by Mr. Codd, who has transferred his shares to a window-cleaner, and by Mr. Slade, the company’s counsel), affords no *real information* on the state of affairs. An inspection of the *books* of the company has been had, and the directors have been compelled to exhibit a “balance sheet,” and a “statement of debts, liabilities, and assets of the company,” under the statute. It appears thereby, that the directors had only “cash in hand (in June) 2,144*l.*,” but according to the “answers” of the directors, in Chancery, it was only 600*l.* in September. That the “*debts due* by the company,” as admitted by the directors, are :

	£.	s.	d.
“ For land purchases, assumed at - - - - -	16,500	-	-
For works, expenses, engineering expenses, law costs, office expenses, &c. &c., assumed at - - - - -	11,000	-	-
	£.	27,500	- -
Interest due to shareholders - - - - -		579	- -
Calls paid in advance - - - - -		210	- -
	£.	28,289	- -”

But it is believed that these items do not include compensation to the Kingstown Company, to contractors, to landowners, &c., for loss of the line, inasmuch as in their answers in Chancery, the directors state that there will be other “*claims* amounting to, it is supposed, 75,000*l.*” To meet this debt of 28,289*l.*, the directors state the “*credits and property*” to be—

" Land, cost [including, we assume, the lands for which 16,500 l. is to be paid, and 10,500 l. has been already paid]	-	-	£. 27,021
Works in course of construction, cost [including 'Killiney Tunnel contract' (on Kingston side of Bray), 19,165 l., and Bray Head (the other, or Wicklow side of Bray), 29,880 l.]	-	-	49,803
Balance cash in hand	-	-	2,724
Office furniture, &c.	-	-	150
			<hr/>
			£. 79,698
Arrears on calls and interest	-	-	84,889
			<hr/>
			£. 164,587
Cost and expenses, Parliamentary, &c.	-	-	85,908
			<hr/>
The share capital received is only to the 30th June	-	-	£. 148,380 "

Assuming the directors' own accounts and figures, it thus appears that the existing debts (if legally chargeable against the shareholders) are only 28,289 l., whilst there is 79,698 l. assets, besides the 84,889 l. arrears of calls. However, no shareholder can or will object to contribute an equitable proportion to the fair liabilities of the Company, upon a wind-up and dissolution which would legally exonerate him from further liability.

15th. These accounts further show that the secretary's salary, reduced in deference to the opposition to 600 l. a year, the directors' allowance of 1,000 l. a year, the rent of attics in the Strand at 500 l. a year, are still chargeable upon the shareholders. This half-year's Expenditure also includes (to 30 June 1850):—

	£.	s.	d.
Travelling expenses - - - - -	19	14	6
Petty cash expenses - - - - -	70	-	-
Kingstown office rent (150 l. a year) - - - - -	-	-	-
Office expenses - - - - -	39	12	6
Postages - - - - -	8	18	7
Coals—[N.B. At Kingstown the usual charge is about 12 s. per ton] - - - - -	9	15	6
Sundries - - - - -	16	5	6
Travelling expenses - - - - -	53	8	8
Brunel engineering expenses, on account - - - - -	664	14	8
Advertisements, printing, &c. - - - - -	-	-	-
Newspapers, &c. - - - - -	-	-	-
Parliamentary and law expenses, including session 1848, on account - - - - -	1,400	-	-

16th. *Criminal Proceedings.*—The conduct of the directors in the maladministration of this Company's affairs was laid before a "criminal counsel," who advised that an "indictment for misdemeanour" would lie, and an indictment has been drawn thereon. The overtures afterwards made, and the concession of a dissolution, suspended such proceedings; but it is now proposed to refer the criminal proceedings to the associated shareholders to reconsider. That opinion is of such general importance, that it is subjoined.

In their answers in Chancery, Lord Courtown and Sir Thomas Esmonde have ventured to say, that they would not attend the celebrated February meeting of 1849, for fear of violence from the shareholders; that they never heard of any "resolutions of censure" by the shareholders; that they have no information, knowledge, or belief as to the buying up of shares, and hiring of shareholders, by "Carden & Whitehead," or by Kane or Symes, the Company's solicitors—nor of their letters or indemnities to shareholders; whereas such letters have been read to them publicly, and the resolutions of censure also sent to them. It is proposed to take the advice of counsel, as to an indictment on these and other heads.

17th. *PROPOSITIONS.*—It is proposed on behalf of the associated shareholders, 1. That they approve of and adopt the resolutions of the former meetings of February and March 1849, and February and 31st August 1850. That under continued protest against the legality of the directors' acts, and denying all liability as shareholders or otherwise. 2. That they disapprove of, and reject, the directors' reports and accounts presented, and repudiate their acts, and authorize the acting shareholders to investigate, and take such proceedings to investigate same, and to continue the existing proceedings as they think fit. 3. That the associated shareholders be requested by this meeting to communicate with the Railway Commissioners and the Attorney-general, as to the Railway Abandonment Act, and the position of this Company. 4. That all payments and allowances for directors, secretary, auditors, engineer, offices in the Strand, be disallowed in the accounts, and also cease from henceforth, and that the present secretary, R. M. Muggridge, be dismissed, and the auditors be, and are hereby dismissed, without prejudice to the non-liability of the shareholders in respect of such matters, and under protest against the legality thereof, and liability for same.

In

In conclusion, if our endeavours were to stop here, we might fairly congratulate the shareholders on the result of three years' arduous struggles against strong and powerful interests, unfairly pressed against this opposition, which was seeking to effect a legitimate and now conceded object, and having only one desire, namely, the protection of the shareholders against delusions of an extraordinary nature. It remains now to carry out those results by an economical course of winding-up the Company.

By order,

(signed) *Charles D. Nash,*
Acting Hon. Secretary.

18 October 1850.

Mr. *Nash*, on the part of the committee, concluded by moving that the report be received and adopted, and in reply to a question put by Sir William Verner, said there was an injunction stopping all proceedings for the present, which would come on for discussion next week.

Mr. *J. A. Gallini* seconded the motion.

Mr. *W. P. Richards* remarked, that however anxious they may be to express their opinions of the conduct of the directors, it was necessary that the part referring personally to the directors should be at least modified. He hoped yet they would all be on better terms with the directors, and he was anxious, therefore, that nothing should be advanced by the committee which might have the effect of precluding the possibility of an amicable arrangement. He would, therefore, suggest that the part of the report which referred to the directors personally should be omitted. The shareholders had no doubt much reason to be dissatisfied with the proceedings of the directors from the commencement, and although there were many passages of the report in which he concurred, he hoped they would agree to omit the part to which he had alluded.

After some conversation, in which Mr. Willan, Mr. Nash, Mr. Richards, Mr. F. A. Lewis, solicitor, Mr. Hadley, and Sir W. Verner, took part, the suggestion of Mr. Richards was agreed to, and a series of resolutions were passed to the effect that under the continued protest against the legality of the directors' acts, and denying all liability as shareholders, the report of the committee be adopted; that this meeting disapprove of and reject the directors' report and accounts presented at the meeting on the 31st of August; that the services of Mr. Muggridge, the secretary, are no longer necessary, and that his salary be discontinued from this date; that the associated shareholders be authorised to communicate with the Railway Commissioners and the Attorney-general, as to the Railway Abandonment Act, and the position of this company; and that the meeting cannot recognise the accounts, nor the proceedings of the auditors.

On the motion of Mr. *Richards*, the best thanks of the meeting were voted to Sir W. Verner for his services to the shareholders, and the great trouble he had taken to protect their interests.

Mr. *Nash* bore strong testimony to the valuable exertions of the hon. baronet.

Sir *W. Verner*, in acknowledging the compliment, stated that he had attended several meetings of the company, but had never taken any part in the proceedings until lately, when it appeared to him that the conduct of the directors was so highly objectionable that he could not hold back any longer from taking some part in the proceedings.

The meeting then adjourned to Wednesday, the 11th of December.

Office of Commissioners of Railways, Whitehall,
31 December 1850.

Sir,

I AM directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 27th instant, with its enclosure.

I have, &c.

(signed) *J. L. A. Simmons,*
Capt. Royal Engineers.

— Lewis, Esq.

IN RE WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY COMPANY.

Sir,

Parliament-street, 31 December 1850.

WE have the honour to lay before the Commissioners of Railways, for their consideration, a copy of the report issuing to the shareholders, and to which we have, on behalf of the associated ones, earnestly to solicit the consideration of the Commissioners.

We beg also to urge on their consideration that the true reasons actuating railway officials for the now carrying into effect of the "Joint Stock Companies Act of 1844," or the "Railway Abandonment Act of 1850," have more re-

ference to the investigations into the management and the probable exposition thereof, than to the imaginary claims of landowners, coupled with the uncertainty as to the extent to which landowners' claims would be entertained by the Commissioners, under that Act of 1850.

We have, &c.
(signed) *Lewis & Nash,*
Parl. Agents.

To the Secretary to the Railway
Commissioners.

(Enclosed in Letter of 31 December 1850.)

SOUTH WALES RAILWAY, AND WATERFORD, WEXFORD, WICKLOW, AND
DUBLIN RAILWAY.

Further Report, Associated Shareholders.—December 1850.

THE "associated shareholders" of the "3 W.'s Co." especially invite the attention of the independent shareholders of "the South Wales Co.," holders of the principal part of their stock, to this report on the present position of affairs, and as showing the necessity for their intervention and an *independent* management.

1. In our Reports of 1848 and 1849 we endeavoured to rouse the "South Wales" shareholders to their true position and policy, and foretold the fate of their boasted "guarantee" of five per cent., unless they threw off the withering influence of the "*Great Western*," and gave their shareholders independent officials. Recent events show that the prophecy was true, and it is now an avowed fact that the "*Great Western*" desire to escape from that oft-pledged guarantee.

2. The delusion of broad gauge competition with the "Chester and Holyhead," for the Dublin traffic (by means of that mendacious speculation, the "3 W.'s Co.," and by the South Wales line to Fishguard), is now at an end; the "broad gauge" was sanctioned by the Railway Commissioners for the "South Wales" line on the faith of that delusion; the 3 W.'s is at length strangled, and the "South Wales" line will be cut short of Fishguard; the reasons therefore for the "broad gauge" are gone, but the real markets for the South Wales traffic (the Midland and Northern Counties) are still cut off by the "exceptional gauge," and the "South Wales" shareholders are at the tender mercies of *Great Western* "working expenses," if the shareholders continue their present trammels.

3. We also find that notwithstanding the decision of the late "South Wales" meeting on 28th November 1850, the officials of that Company (being also officials of the *Great Western* and 3 W.'s Co.) continue their advertisements for an application to Parliament, "to cancel, alter, &c., the agreements with the *Great Western*," and also to "legalise their subscriptions to the Irish and Welsh" lines, with which the directors were personally connected!

Such a step demands a strict scrutiny at the hands of the shareholders; and we trust to their co-operation in petitions to Parliament against it, and to investigate the proceedings.

4. The cancelling of the existing agreements between the *Great Western* and the South Wales Co.'s (ably discussed in the *Railway Times* of 23d November), will deprive the "South Wales shareholders," 1st., of the five per cent. interest on calls paid up from 1st January 1847; 2d., of the second guarantee of the capital and interest thereon contributed to "Irish and Welsh" lines, and future liabilities thereto. Those "contributions" were *admitted* to have been illegally taken out of "South Wales" capital by gentlemen who were directors of those other companies, as well as of the 3 W.'s, South Wales, and *Great Western* Co.'s. 3d., it will also cast on the South Wales Company the *liability* to contribute *in futuro* to the capital of those companies, two of which (besides some of the Welsh companies) now announce their intention to go on! The "South Wales" shareholders will therefore have to contribute further sums, besides the 110,840 *l.*, 9,267 *l.*, &c., already paid upon an original liability of about 1,000,000 *l.*, to the capital of Irish and Welsh lines! *There is no escape, unless those lines be stopped and wound up.*

5. Directors of the three W.'s and South Wales Companies intend to apply to Parliament to legalise their share speculations, or "*subscriptions*," in name of the South Wales Co. to the 3 W.'s Co., Cork and Waterford Co., Tenby and Saundersfoot Co., Vale of Neath Co., Llynvi Valley Co. On these shares there have been paid 33,600 *l.*; 6,000 *l.*; 1,050 *l.*; 60,000 *l.*; 10,000 *l.*, &c.; and there are further liabilities amounting to about 179,800 *l.*; 80,000 *l.*; 10,000 *l.*; 100,000 *l.*, and 60,000 *l.*; independent of the Swansea Valley, Llanelli, &c. &c., mentioned in our Report of 1849.

Some of the same directors, as directors of the Cork and Waterford, and the 3 W.'s Companies, also intend to apply to Parliament to enable those companies to go on and make parts of their line, and call up further capital!

6. *As to the Waterford, Wexford, Wicklow, and Dublin Co.*—The same persons (directors of the South Wales, 3 W.'s, and G. W. R. Companies), in 1846-7 admitted that they "had used the 'South Wales Company's' capital, *illegally*," for 11,200 shares,

at

at par, and thus defeated the shareholders seeking a dissolution of that company in 1846-7. They next got from Parliament powers for a future subscription by the South Wales Co.; the "South Wales" shareholders tolerated further payments up to 3*l.* per share, on the repeated public assurance of Mr. Russell and Mr. Talbot that "no more calls would be made or paid on those shares," and "that there were agreements that unless the 3 W.'s Co. could show the means of going to Wexford, no more calls were to be paid." The same was stated in the "Returns" to Parliament in 1849, in the "Resolutions" of the two Boards, and their correspondence in 1849-50. Those statements "answered their purpose."

The facts, as *now revealed*, present different conclusions.

In Session 1850 these directors applied for powers to make the 3 W.'s line to Wicklow, which would have required *all* the South Wales Company's contribution; but that was opposed and defeated.

They seek, in 1851, *the same continuation* of the line and liabilities, yet propose to forego the "guarantee" which the South Wales Co. have, or *ought to have*, from the Great Western Company.

7. *The existence of the "3 W.'s Company" is in the "South Wales Co.'s" hands*; they hold half of its *paid up* capital, but *unfortunately the Board of each contains the same ruling powers*, and it is material to see how that has operated, and will operate.

8. Passing over what has been called the "fast and loose" play up to 1849, we confine ourselves to recent events. The "South Wales" Board has passed resolutions that the "3 W.'s" should be wound up; the "3 W.'s" Board now resolve to go on. The shareholders desire to wind-up and close their liabilities—their directors find it more convenient to themselves to say no. Their directors have given *written pledges* to the associated shareholders to wind-up; they called for "*requisitions*" to dissolve, and promised to do so—by their undertakings of 3d June, and letters of June and July—yet the "South Wales" Board would not sign the "requisition" to wind-up, and the officials have influenced other shareholders not to do so, and thus defeated the general object of the shareholders.

In their Report of 31st August 1850, the "3 W.'s" directors declared their intention to yield to the general wish and to "dissolve the Co., and to ask Parliament for powers;" yet in Nov. and Dec. the officials (connected with the South Wales, and Great Western, Railway Directors) advertise an application to Parliament to continue the line and liabilities, and refuse to call a meeting to dissolve the 3 W.'s Co. under the recent Act.

The "South Wales" Board can at least make *the effort* to wind-up under "The Railway Abandonment Act;" why will it not try? Why resist the dissolution, which should be *considered only in reference to the interest of the shareholders, and not of individual members of any Board?*

In an affidavit (May 1850), by Mr. Brunel and the solicitors of these companies, it is stated as to the 3 W.'s, "I believe the directors do not intend to abandon any portion of their said line, unless they shall be authorised so to do by Parliament—that if the Act (to shorten the line) shall be defeated, the directors intend at present to make the line as now authorised by Parliament"—and in their recent "*answers*" in *Chancery* (Oct. 1850) it is stated "that there does yet remain a further liability upon such 11,200 shares amounting to 179,200 *l.*; but these defendants *deny* that the payment of such sum cannot be enforced from the South Wales Co.—on the contrary, defendants are advised and insist that if the shares in the said 3 W.'s Co. shall be required to be paid up in full, the payment of the said amount can be enforced against the South Wales Co."—and accordingly they are taking steps to confirm such a result, and the officials are retreating from the concern by assigning to paupers!

In the *argument* (Nov. 1850) in *Logan v. Courtown*, before the Master of the Rolls, the "South Wales Co." actually contended and insisted that they were legally the holders of 11,200 shares in the 3 W.'s Co., and liable to contribute upon them to the construction or expenses.

Under such circumstances the associated shareholders appeal to the independent portion of the "South Wales Co."—to interpose—to investigate these matters—to stop the yearly waste of capital in expenses and applications to Parliament—to insist on a wind-up of the Irish companies—or at least on the effort to wind them up, and on that honest performance of their duty which is characteristic of Englishmen: as also to *insist on the powers of the "South Wales Co." not being used for any other than the legitimate purposes and benefit of that Company.*

Failing which, shareholders must be prepared to bring the subject before Parliament, and show the influences which have operated on members of each Board, and made victims of the helpless constituents of both companies.

Parliament-street, Dec. 1850.

By Order,

Charles D. Nash, Hon. Sec.

WATERFORD, WEXFORD, WICKLOW, AND
DUBLIN RAILWAY COMPANY.

COPIES of the COMMUNICATIONS and PAPERS
which have passed between the RAILWAY
COMMISSIONERS and Messrs. Lewis & Nash,
and Mr. Nash, relating to the WATERFORD,
WEXFORD, WICKLOW, AND DUBLIN RAILWAY
COMPANY.

(*Sir William Verrier.*)

*Ordered, by The House of Commons, to be Printed,
12 March 1851.*

**WATERFORD, WEXFORD, WICKLOW, AND DUBLIN RAILWAY
COMPANY.**

RETURN to an Order of the Honourable The House of Commons,
dated 11 April 1851 ;—for,

RETURNS “relating to the WATERFORD, WEXFORD, WICKLOW, and DUBLIN RAILWAY COMPANY, which are required by the Sessional Resolutions of 1846 relative to Railway Bills.”

CERTIFICATE of the CHAIRMAN and SOLICITOR of the *Waterford, Wexford, Wicklow, and Dublin* Railway Company (not Incorporated), signed in pursuance of the Resolutions of The House of Commons of the 23d of April 1846.

WE, the undersigned, being respectively the Chairman of a meeting of the Scripholders of the above-named Company, called and held as hereinafter mentioned, and of the Solicitors of the said Company, do respectively certify as follows :

1. That a copy of the Bill now pending before Parliament, intituled, “A Bill for making a Railway and Branch Railways, to be called ‘The Waterford, Wexford, Wicklow, and Dublin Railway,’ ” was submitted to the consideration of a meeting of the holders of scrip, or of bankers’ receipts for scrip, of the said Company, specially called for that purpose, and held at the offices of the Great Western Railway Company, Paddington, on the 25th day of May 1846.
2. That such meeting was called by advertisements, inserted once in each of two consecutive weeks in the London and the Dublin Gazettes, and in three London daily newspapers, three times in each such paper, and also three times in each of two Dublin daily newspapers in each of two consecutive weeks, of which the particulars appear in the Table hereto subjoined.
3. That such meeting was constituted of persons producing thereat scrip, or bankers’ receipts for scrip, of the said Company, of which the particulars appear in the subjoined Table, representing not less than one-third part of the whole capital proposed to be raised by the said Company under the said Bill, such scrip having been actually issued on the deposits in respect thereof having been paid before the 31st of March in the present year.
4. That at such meeting the said Bill was approved of by persons producing thereat scrip, or bankers’ receipts for scrip, equal to at least three-fifths of the total amount of scrip, or bankers’ receipts for scrip, produced at the said meeting, and of which the particulars also appear in the subjoined Table.

And we do further hereby certify, that the particulars contained in the Table hereto subjoined relate to the said meeting, and that such particulars are true.

Chairman.

Solicitor.

TABLE before referred to.

DAY AND TIME OF MEETING.

Monday, the 25th day of May 1846, at 11 o'clock.

PLACE OF MEETING.

The Offices of the Great Western Railway Company, Paddington, Middlesex.

GAZETTES AND DATES OF ADVERTISEMENTS.

London Gazette, May 15 and 19.

Dublin Gazette, May 15 and 19.

OTHER NEWSPAPERS, AND DATES OF ADVERTISEMENTS.

Times	-	-	-	-	-	-	May 13, 14, 15, 18, 19, 20.
Morning Herald	-	-	-	-	-	-	May 13, 14, 15, 18, 19, 20.
Morning Post	-	-	-	-	-	-	May 13, 14, 15, 18, 19, 20.
The Freeman's Journal	-	-	-	-	-	-	May 14, 15, 16, 18, 20, 21.
Saunders' News Letter and Daily Advertiser,							May 14, 15, 16, 18, 19, 20.

Total Amount of Capital proposed to be raised under the Bill - £. 2,000,000

Chairman.

Solicitor.

**STATEMENT of SCRIP, &c., produced 25th May 1846, at a Meeting held in conformity with
Sir Robert Peel's Sessional Orders.**

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Sir Thomas Esmonde, Bart.	151, Regent-street -	72,901	72,950	50			
Earl of Courtown -	Courtown, Ireland -	64,111	64,160	50	50	50	
		89,983	89,984	2			
Ditto - - -	ditto - - -	64,741	64,760	20	52	52	
Ditto - - -	ditto - - -	54,381	54,420	40	20	20	
		64,091	64,110	20			
Ditto - - -	ditto - - -	54,061	54,110	50	60	60	
Ditto - - -	ditto - - -	9,526	9,530	5	50	50	
		15,191	15,195	5			
		22,811	22,815	5			
		23,406	23,410	5			
		25,771	25,775	5			
		50,541	50,550	10			
		62,151	62,170	20			
Ditto - - -	ditto - - -	54,581	54,590	10	55	55	
Ditto - - -	ditto - - -	73,111	73,160	50	10	10	
		431	435	5			
		491	495	5			
		3,861	3,865	5			
		6,131	6,140	10			
		7,341	7,350	10			
		9,816	9,820	5			
		13,076	13,080	5			
		13,111	13,115	5			
		62,641	62,670	30			
		62,991	63,010	20			
		2,961	2,965	5			
		13,421	13,440	20			
		17,476	17,480	5			
		22,521	22,540	20			
Major Gammell -	1, Victoria-place, Stone- house, Devon.	18,016	18,035	20	200	200	
Earl of Courtown -	Courtown, Ireland -	64,611	64,660	50	20	20	
Ditto - - -	ditto - - -	68,901	69,000	100	50	50	
Ditto - - -	ditto - - -	58,341	58,390	50	100	100	
Charles Henry Moore -	45, Wimpole-street -	4,256	4,305	50	50	50	
Earl of Courtown -	Courtown, Ireland -	13,476	13,485	10	50	50	
Ditto - - -	ditto - - -	2,761	2,770	10	10	10	
		67,161	67,170	10			
		6,941	6,945	5			
J. E. Englebach -	30, Brompton-crescent	66,411	66,430	20	25	25	
Earl of Courtown -	Courtown - - -	47,201	47,250	50	20	20	
Denis Leahy - -	Dublin - - -	73,161	73,250	90	50	50	
		846	850	5			
		14,781	14,785	5			
		27,081	27,085	5			
		16,071	16,080	10			
		16,236	16,240	5			
		52,941	52,950	10			
		59,851	59,860	10			
		56,861	56,880	20			
		59,181	59,190	10			
		85,781	85,800	20			
		1,951	1,955	5			

RETURNS RELATIVE TO THE WATERFORD, WEXFORD,

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip. or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip. or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Denis Leahy—cont ^d -	Dublin - - -	3,556	3,560	5	290	290	
		4,401	4,410	10			
		5,596	5,600	5			
		6,661	6,665	5			
		5,886	5,895	10			
		14,221	14,225	5			
		14,351	14,360	10			
		23,276	23,280	5			
		27,071	27,080	10			
		45,421	45,430	10			
		90,901	90,920	20			
F. P. Barnes - -	Great George-street -	17,936	17,945	10	50	50	
		26,341	26,345	5			
		17,601	17,665	5			
		48,321	48,330	10			
		70,381	70,390	10			
		70,391	70,400	10			
Earl of Courtown -	Courtown - - -	13,016	13,020	5	50	50	
		5,211	5,235	25			
		87,721	87,740	20			
John Connelly - -	Markham-street, Chelsea.	62,871	62,890	20	25	25	
		496	500	5			
D. Byrne - - -	King William-street, Strand.	6,646	6,650	5			
		9,066	9,070	5			
		11,961	11,965	5			
		11,971	11,980	10			
		16,941	16,945	5			
		46,791	46,830	40			
		11,056	11,065	10			
		11,076	11,080	5			
		10,106	10,130	25			
		14,111	14,130	20			
		46,731	46,770	40			
		501	505	5			
		2,401	2,405	5			
		3,751	3,765	15			
		4,596	4,610	15			
		6,946	6,965	20			
		23,036	23,045	10			
		48,231	48,240	10			
		62,891	62,900	10			
		66,831	66,840	10			
		69,891	69,940	50			
		26,596	26,600	5			
		26,616	26,620	5			
		7,116	7,120	5			
		8,071	8,075	5			
		18,486	18,490	5			
		18,491	18,500	10			
		27,176	27,180	5			
		12,841	12,850	10			
		47,611	47,620	10			
		53,381	53,390	10			
		53,411	53,430	20			
		51,541	51,550	10			
		61,571	61,580	10			
		641	645	5			
		681	685	5			
		66,841	66,850	10			
		89,101	89,120	20			
		95,701	95,720	20			
		46,491	46,500	10			
		47,581	47,590	10			
		57,181	57,190	10			
		64,321	64,330	10			
		64,311	64,320	10			
		15,431	15,435	5			
		13,986	13,990	5			
		7,006	7,010	5			

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
D. Byrne— <i>contd</i>	King William-street, Strand.	7,546	7,550	5			
		16,056	16,060	5			
		45,451	45,460	10			
		6,321	6,325	5			
		6,326	6,330	5			
		6,151	6,160	10			
		6,461	6,465	5			
		10,041	10,045	5			
		18,406	18,410	5			
		1,356	1,360	5			
		8,766	8,770	5			
		8,796	8,800	5			
		3,301	3,305	5			
		8,836	8,840	5			
		3,081	3,085	5			
		26,606	26,615	10			
		27,186	27,190	5			
		7,551	7,555	5			
		10,436	10,440	5			
		14,991	14,995	5			
Earl of Courtown	Courtown - - -	7,601	7,605	5	670	670	
		15,781	15,785	5			
Ditto - - -	- ditto - - -	89,988	89,990	3	10	10	
		8,066	8,070	5			
		2,561	2,565	5			
		16,241	16,245	5			
R. S. Johnson - -	Commercial-road, London	86,001	86,020	20	18	18	
Charles Wheeler	Henrietta-street, Co- vent Garden.	93,601	93,620	20	20	20	
		18,661	18,670	10			
Earl of Courtown	Courtown - - -	92,341	92,380	40	30	30	
		51,461	51,470	10			
		61,621	61,640	20			
Ditto - - -	- ditto - - -	4,326	4,335	10	70	70	
					10	10	
Ditto - - -	- ditto - - -	49,181	49,280	100	100	100	
Ditto - - -	- ditto - - -	18,606	18,625	20	20	20	
William King - -	19, Arlington-street -	11,021	11,025	5	5	5	
Earl of Courtown	Courtown - - -	8,241	8,315	75	75	75	
		72,541	72,690	150	150	150	
Ditto - - -	- ditto - - -	26,941	26,950	10	10	10	
Ditto - - -	- ditto - - -	12,441	12,455	15	15	15	
Ditto - - -	- ditto - - -	11,741	11,755	15	15	15	
Ditto - - -	- ditto - - -	4,046	4,075	30	30	30	
Ditto - - -	- ditto - - -	8,711	8,730	20	20	20	
Ditto - - -	- ditto - - -	72,711	72,720	10			
		25,726	25,730	5	15	15	
Ditto - - -	- ditto - - -	65,051	65,100	50	50	50	
Ditto - - -	- ditto - - -	7,696	7,725	30	30	30	
Ditto - - -	- ditto - - -	67,871	67,890	20	20	20	
Robert Wilson - -	Abingdon - - -	49,791	49,800	10	10	10	
Earl of Courtown	Courtown - - -	18,726	18,735	10			
		60,890	60,900	10	20	20	

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Earl of Courtown -	Courtown - -	4,611	4,630	20			
Ditto - - -	- ditto - - -	64,701	64,740	40	20	20	
Ditto - - -	- ditto - - -	18,771	18,780	10	40	40	
		16,026	16,035	10			
		52,921	52,930	10			
Ditto - - -	- ditto - - -	95,501	95,700	200	30	30	
Ditto - - -	- ditto - - -	22,841	22,890	50	200	-	200
Ditto - - -	- ditto - - -	89,985	89,987	3	50	-	50
Ditto - - -	- ditto - - -	89,977	89,979	3	3	3	
W. Harris - -	High Holborn - -	436	440	5	3	3	
		3,666	3,675	10			
		7,841	7,845	5			
		7,941	7,960	20			
		86,741	86,760	20			
		92,381	92,400	20			
		94,881	94,900	20			
Earl of Courtown -	Courtown - -	4,496	4,505	10	100	100	
		86,061	86,080	20			
		86,801	86,820	20			
		87,641	87,660	20			
Henry Simmons Coke	Neath - - -	72,191	72,200	10	70	70	
					10	10	
Earl of Courtown -	Courtown - -	68,011	68,060	50			
Ditto - - -	- ditto - - -	9,911	9,920	10	50	50	
Ditto - - -	- ditto - - -	3,521	3,545	25	10	10	
		3,881	3,885	5			
		4,021	4,045	25			
		6,226	6,240	15			
		6,821	6,840	20			
		7,181	7,195	15			
		7,756	7,765	10			
		9,706	9,710	5			
		13,721	13,725	5			
		14,421	14,460	40			
		16,211	16,220	10			
		17,206	17,210	5			
		17,501	17,515	15			
		17,836	17,840	5			
		46,121	46,140	20			
		52,141	52,150	10			
		64,841	64,850	10			
		88,041	88,100	60			
Ditto - - -	- ditto - - -	18,256	18,275	20	300	300	
Ditto - - -	- ditto - - -	68,371	68,470	100	20	20	
Ditto - - -	- ditto - - -	26,591	26,595	5	100	100	
		51,831	51,840	10			
Ditto - - -	- ditto - - -	15,496	15,500	5	15	15	
Ditto - - -	- ditto - - -	14,716	14,720	5	5	5	
Ditto - - -	- ditto - - -	72,721	72,730	10	5	5	
Ditto - - -	- ditto - - -	26,586	26,590	5	10	10	
Ditto - - -	- ditto - - -	65,721	65,770	50	5	5	
					50	50	

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		From	To	—			
William Farren -	Buckingham Palace -	3,766	3,775	10	10	10	
F. N. Rogers -	Upper Hyde Park-street	70,661	70,760	100			
Earl of Courtown -	Courtown, Ireland -	461	470	10			
		47,601	47,610	10	100	100	
		47,671	47,680	10			
		54,371	54,380	10			
		57,161	57,180	20			
		86,981	87,000	20			
		61,671	61,690	20			
		13,301	13,315	15			
		1,636	1,640	5			
		3,001	3,005	5			
		14,776	14,780	5			
		1,111	1,115	5			
		50,941	50,950	10			
		49,521	49,530	10			
		67,061	67,110	50			
Ditto - - -	ditto - - -	221	230	10	205	205	
Ditto - - -	ditto - - -	53,861	53,870	10	10	10	
Ditto - - -	ditto - - -	8,076	8,155	80	10	10	
		2,866	2,870	5	150	150	
		2,886	2,890	5			
		59,051	59,070	20			
		50,501	50,520	20			
		85,401	85,420	20			
Stephen Ram -	Ramsfort, Ireland -	65,491	65,590	100	400	400	
		85,501	85,600	100			
		92,141	92,340	200			
Earl of Courtown -	Courtown, Ireland -	45,361	45,370	10	120	120	
		48,641	48,650	10			
		53,651	53,650	10			
		68,861	68,870	10			
		88,401	88,440	40			
		91,181	91,200	20			
		93,781	93,800	20			
J. B. Badham -	Bristol - - -	12,196	12,220	25	25	25	
Charles Russell, M. P. -	Charles-street, St. James'.	71,531	71,710	180	186	186	
		12,181	12,185	5			
		89,997	-	1			
Earl of Courtown -	Courtown, Ireland -	13,401	13,410	10	10	10	
Ditto - - -	ditto - - -	13,411	13,415	5			
		13,326	13,330	5			
Ditto - - -	ditto - - -	6,336	6,345	10	200	200	
		5,976	5,995	20			
		3,866	3,875	10			
		45,001	45,050	50			
		47,691	47,700	10			
		57,771	57,780	10			
		63,731	63,750	20			
		64,981	64,990	10			
		89,521	89,560	40			
		89,841	89,860	20			
John Sleator -	Brompton-square -	70,031	70,050	20	20	20	
Earl of Courtown -	Courtown, Ireland -	27,246	27,275	30	30	30	
Ditto - - -	ditto - - -	88,361	88,380	20			
					20	20	

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		From	To	—			
Earl of Courtown	Courtown, Ireland	13,151	13,175	25			
Ditto	ditto	13,451	13,460	10	25	25	
Ditto	ditto	{ Bank of Ireland receipt, dated 23 June 1845, to John Walsh }		20	10	10	
Ditto	ditto	12,336	12,345	10	20	20	
Joseph Fisher	Chippenham	53,831	53,840	10	10	10	
Earl of Courtown	Courtown, Ireland	27,216	27,240	25	10	10	
Ditto	ditto	70,171	70,180	10	25	25	
Ditto	ditto	2,511	2,520	10	10	10	
Ditto	ditto	{ Glyn & Co.'s receipt, dated 18 June 1845, to John D. Haswell }		10	10	10	
Ditto	ditto	17,566	17,585	20	20	20	
Ditto	ditto	61,091	61,100	10	10	10	
Ditto	ditto	58,041	58,120	80	80	-	80
Ditto	ditto	15,001	15,005	5			
		5,826	5,830	5			
		53,331	53,340	10			
		51,901	51,910	10			
		92,121	92,140	20			
		72,951	72,970	20			
		89,381	89,400	20			
		72,141	72,150	10			
		13,546	13,565	20			
		53,111	53,120	10			
		57,871	57,880	10			
		9,556	9,565	10			
		60,601	60,610	10			
		51,281	51,290	10			
		51,311	51,320	10			
		14,671	14,690	20			
		{ Glyn & Co.'s receipt, dated 23 June 1845, to John Blinkhorn }		50	250	250	
Ditto	ditto	16,681	16,695	15			
		22,816	22,825	10	25	25	
P. D. Hadow	York-terrace, Regent's Park.	48,831	48,930	100			
		67,261	67,270	10			
		93,061	93,100	40	150	150	
Earl of Courtown	Courtown	49,721	49,730	10			
		9,231	9,235	5			
		27,191	27,195	5	20	-	20
Ditto	ditto	11,261	11,275	15	15	15	
Ditto	ditto	3,836	3,845	10	10	10	
Henry Skidmore	Francis-street, Islington	9,601	9,615	15	15	15	
Earl of Courtown	Courtown	72,971	72,990	20	20	-	20
Ditto	ditto	1,711	1,720	10			
		4,701	4,705	5			
		9,681	9,685	5			
		14,276	14,280	5			
		45,611	45,620	10			
		45,431	45,540	10			

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		From	To	—			
Earl of Courtown—cont ^d	Courtown - - -	45,591	45,600	10	75	75	
		66,211	66,220	10			
		70,071	70,080	10			
Ditto - - -	ditto - - -	62,591	62,600	10	25	25	
		60,231	60,240	10			
		13,196	13,200	5			
Ditto - - -	ditto - - -	931	940	10	10	10	
Ditto - - -	ditto - - -	58,981	59,080	50	50	50	
Ditto - - -	ditto - - -	51,551	51,560	10	10	10	
Ditto - - -	ditto - - -	13,611	13,630	20	20	20	
Ditto - - -	ditto - - -	17,241	17,250	10	50	50	
		52,631	52,650	20			
		62,621	62,640	20			
John Crosthwaite	Liverpool - - -	{Glyn & Co.'s receipt, dated 14 March 1846, to John Crosthwaite}		50	50	50	
Earl of Courtown	Courtown - - -	50,961	50,970	10	20	-	20
		56,911	56,920	10			
Ditto - - -	ditto - - -	26,621	26,625	5			
		7,456	7,460	5	20	20	
		10,371	10,380	10			
Ditto - - -	ditto - - -	7,786	7,810	25	25	25	
Ditto - - -	ditto - - -	25,651	25,670	20	20	-	20
Ditto - - -	ditto - - -	22,661	22,680	20	30	30	
		7,926	7,930	5			
		7,991	7,995	5			
Ditto - - -	ditto - - -	68,291	68,370	80	80	80	
Ditto - - -	ditto - - -	801	920	30	400	400	
		3,566	3,570	5			
		6,276	6,285	10			
		12,721	12,730	10	400	400	
		23,436	23,450	15			
		23,571	23,585	15			
		23,611	23,655	45	400	400	
		46,591	46,680	90			
		51,161	51,170	10			
		52,881	52,920	40	400	400	
		63,101	63,120	20			
		63,451	63,470	20			
		70,011	70,020	10	400	400	
		85,301	85,320	20			
		88,121	88,140	20			
		89,641	89,680	40	400	400	
Stephen Lewis	Regent-street - -	2,101	2,145	45			
		2,156	2,235	80	400	400	
		7,111	7,115	5			
		10,441	10,450	10	400	400	
		11,016	11,020	5			
		12,706	12,720	15			
		15,246	15,275	30	400	400	
		23,326	23,345	20			
		51,111	51,120	10			
		54,831	54,850	20	400	400	
		55,361	55,410	50			
		55,511	55,560	50			
		60,081	60,120	40	400	400	

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		From	To	—			
Stephen Lewis— <i>cont^d</i>	Regent-street - -	87,141	87,180	40	600	600	
		87,201	87,280	80			
		87,301	87,400	100			
John Connelly - -	Markham-street, Chelsea.	53,241	53,250	10	200	200	
		94,501	94,520	20			
		45,481	45,510	30			
		68,841	68,850	10			
		70,551	70,560	10			
		71,841	71,850	10			
		60,861	60,860	10			
		53,251	53,270	20			
		45,511	45,520	10			
		60,861	60,890	30			
		48,001	48,020	20			
		11,231	11,250	20			
Earl of Courtown - -	Courtown, Ireland - -	64,881	64,960	80	80	- -	80
Ditto - - - -	ditto - - - -	46,831	46,880	50	50	- -	50
Ditto - - - -	ditto - - - -	60,561	60,570	10	25	- -	25
		27,036	27,050	15	20	- -	20
Ditto - - - -	ditto - - - -	12,456	12,475	20	25	- -	25
Ditto - - - -	ditto - - - -	14,081	14,105	25	100	- -	100
Ditto - - - -	ditto - - - -	69,631	69,730	100	5	- -	5
Ditto - - - -	ditto - - - -	2,421	2,425	5	10	- -	10
Ditto - - - -	ditto - - - -	26,366	26,375	10	10	- -	10
Ditto - - - -	ditto - - - -	52,241	52,250	10	25	- -	25
Ditto - - - -	ditto - - - -	17,011	17,035	25	10	- -	10
Ditto - - - -	ditto - - - -	54,891	54,900	10	20	- -	20
		58,171	58,180	10	40	- -	40
Ditto - - - -	ditto - - - -	6,601	6,625	25	20	- -	20
		9,621	9,625	5	20	- -	20
		63,361	63,370	10	40	- -	40
Ditto - - - -	ditto - - - -	93,501	93,520	20	90	- -	90
		53,201	53,210	10	10	- -	10
		70,911	70,950	40	10	- -	10
		5,861	5,880	20	10	- -	10
Ditto - - - -	ditto - - - -	48,291	48,300	10	10	- -	10
R. F. Gower - - -	28, Coleman-street -	1,056	1,060	5	190	- -	190
		4,706	4,735	30	30	- -	30
		5,971	5,975	5		- -	
		8,801	8,805	5		- -	
		18,156	18,160	5		- -	
		23,211	23,215	5		- -	
		25,111	25,115	5		- -	
		25,121	25,125	5		- -	
		25,131	25,135	5		- -	
		46,511	46,520	10		- -	
		49,661	49,670	10		- -	
		51,601	51,610	10		- -	
		54,571	54,580	10		- -	
		55,741	55,780	40		- -	
		62,171	62,180	10		- -	
		71,271	71,280	10		- -	
		89,021	89,040	20		- -	
Ditto - - - -	ditto - - - -	67,901	67,930	30		- -	

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		From	To	—			
R. F. Gower - -	28, Coleman-street -	{Glyn & Co.'s receipt, dated 11 June 1845, to J. D. Mackin -}		100	100	100	
Ditto - - -	- ditto - - -	11,146	11,175	30	30	30	
D. Powell - - -	Garnault-place, Islington.	22,891	22,920	30	30	30	
Earl of Courtown -	Courtown, Ireland -	{Glyn & Co.'s receipt, dated 30 June 1845, to Colonel Verner -}		50	50	50	
Ditto - - -	- ditto - - -	9,951	9,970	20	20	-	20
Ditto - - -	- ditto - - -	10,451	10,455	5			
		47,001	47,010	10			
		45,271	45,280	10			
		55,721	55,730	10			
		70,101	70,110	10			
		69,031	69,080	50			
Sir Thos. Esmonde, Bart.	151, Regent-street -	60,171	60,220	50	95	-	95
Earl of Courtown -	Courtown, Ireland -	3,416	3,420	5	50	50	
		7,681	7,685	5			
		9,281	9,285	5			
		15,586	15,590	5			
		46,881	46,890	10			
		49,391	49,410	20			
		88,881	88,900	20			
Ditto - - -	- ditto - - -	46,981	46,990	10	70	-	70
		50,171	50,180	10			
		9,091	9,100	10			
		12,636	12,640	5			
		14,616	14,625	10			
		15,131	15,135	5			
		16,521	16,525	5			
		18,556	18,570	15			
Ditto - - -	- ditto - - -	53,771	53,780	10	70	-	70
Ditto - - -	- ditto - - -	27,276	27,280	5	10	10	
Ditto - - -	- ditto - - -	71,831	71,840	10	5	5	
William Henry Wilson	Battersea - -	26,496	26,520	25	10	10	
Earl of Courtown -	Courtown, Ireland -	22,781	22,800	20	25	25	
Ditto - - -	- ditto - - -	52,041	52,050	10	20	20	
Ditto - - -	- ditto - - -	71,181	71,210	30	10	10	
		11,756	11,775	20			
Ditto - - -	- ditto - - -	27,241	27,245	5	50	50	
Ditto - - -	- ditto - - -	58,181	58,230	50	5	5	
Ditto - - -	- ditto - - -	71,391	71,400	10	50	50	
Ditto - - -	- ditto - - -	11,641	11,690	50	10	10	
Ditto - - -	- ditto - - -	53,601	53,650	50	50	50	
Ditto - - -	- ditto - - -	17,426	17,430	5	50	50	
Ditto - - -	- ditto - - -	11,211	11,220	10	5	5	
Major-general Sir John Doveton.	Sussex-square, Hyde- park.	90,001	90,200	200	10	10	
		55,881	55,930	50	250	250	

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		From	To	—			
Earl of Courtown	Courtown, Ireland	5,956 6,241 9,111	5,960 6,245 9,120	5 5 10			
Ditto	ditto	8,866	8,870	5	20	20	
Ditto	ditto	25,591	25,640	50	5	5	
Ditto	ditto	65,911	66,010	100	50	50	
Ditto	ditto	64,661 70,261 54,031 57,851	64,700 70,300 54,040 57,860	40 40 10 10	100	-	100
Viscount Duncannon	Cavendish-square	52,711	52,810	100	100	100	
Ditto	ditto	22,591	22,630	40	100	100	
Ditto	ditto	66,611	66,710	100	40	40	
Earl of Courtown	Courtown, Ireland	60,951 62,181 67,251 89,821	60,960 62,190 67,260 89,840	10 10 10 20	100	100	
Ditto	ditto	66,121	66,170	50	50	50	
Ditto	ditto	57,801 59,501	57,820 59,510	20 10	50	50	
Ditto	ditto	47,841	47,860	20	30	30	
John Coupar	50, Stanhope-street, Strand.	53,011	53,060	50	20	20	
Earl of Courtown	Courtown, Ireland	16,301 88,741	16,340 88,800	40 60	50	50	
Ditto	ditto	72,041 72,151 12,186 12,191	72,090 72,170 12,190 12,193	50 20 5 3	100	100	
Ditto	ditto	2,546	2,560	15	78	78	
Ditto	ditto	13,606	13,610	5	15	15	
Ditto	ditto	6,686	6,710	25	5	5	
Ditto	ditto	1,826 14,836 16,696	1,845 14,840 16,720	20 5 25	25	25	
Ditto	ditto	63,311	63,360	50	50	50	
Ditto	ditto	9,546 22,741 92,081	9,550 22,760 92,100	5 20 20	50	50	
Ditto	ditto	63,121	63,140	20	45	-	45
Ditto	ditto	63,831	63,880	50	20	20	
Ditto	ditto	72,421	72,430	10	50	50	
Ditto	ditto	9,341	9,365	25	10	10	
Ditto	ditto	11,091	11,740	50	25	25	
Ditto	ditto	60,461 70,481	60,530 70,530	100 50	50	50	
					150	150	

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		From	To	—			
Earl of Courtown	Courtown, Ireland	25,156	25,175	20			
Ditto	ditto	23,081	23,090	10	20	20	
Ditto	ditto	70,951	70,960	10	10	10	
Ditto	ditto	12,936	12,940	5	10	10	
Ditto	ditto	10,321	10,345	25	5	5	
Ditto	ditto	64,261	64,310	50	25	25	
Ditto	ditto	7,586	7,595	10	50	50	
John Crosthwaite	Liverpool	93,461	93,480	20	10	10	
Earl of Courtown	Courtown, Ireland	67,111	67,120	20	20	20	
Ditto	ditto	27,396	27,445	50	20	20	
Ditto	ditto	16,496	16,500	5	50	50	
		16,511	16,515	5			
Ditto	ditto	12,931	12,935	5	10	10	
G. H. Harker	3, Southwick-crescent	45,961	46,060	100	5	-	5
George Pew	1, Stratford-place	51,181	51,230	50	100	100	
C. Poignand	Sloane-street	89,421	89,520	100	50	50	
		17,076	17,100	25			
Henry Hunt	68, Brook-street	66,601	66,610	10	125	125	
Earl of Courtown	Courtown, Ireland	66,911	66,960	50	10	-	10
H. M ^c L. Backler	Princes-road, Kennington.	3,706	3,725	20	50	50	
		47,771	47,790	20			
		6,141	6,150	10			
		13,136	13,140	5			
		18,601	18,605	5			
E. Latham	Union Club	23,091	23,105	15	60	60	
		92,501	92,560	60			
C. Joyce	1, York-gate, Regent's-park.	27,496	27,500	5	75	-	75
		3,731	3,735	5			
		3,936	3,940	5			
		22,921	22,925	5			
		57,441	57,450	10			
		61,241	61,250	10			
		62,571	62,580	10			
		64,761	64,810	50			
		71,041	71,140	100			
		2,286	2,290	5			
		3,896	3,900	5			
		14,006	14,010	5			
		22,806	22,810	5			
		23,721	23,730	10			
		27,086	27,090	5			
		27,061	27,065	5			
		60,111	60,120	10			
Earl of Courtown	Courtown, Ireland	10,996	11,000	5	250	250	
		51,491	51,510	20			
Ditto	ditto	66,431	66,460	30	25	25	
Ditto	ditto	72,201	72,300	100	30	30	
		63,141	63,220	80			
		9,371	9,390	20			
					200	200	

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		From	To	—			
Earl of Courtown -	Courtown, Ireland -	51,751	51,790	40	40	-	40
Ditto - - -	- ditto - - -	69,831	69,850	20	20	20	
Ditto - - -	- ditto - - -	90,321	90,340	20	20	-	20
A. Bennett - -	Fludyer-street - -	46,461	46,470	10	10		
		54,491	54,500	10	20	20	
Charles Russell -	27, Charles-street, St. James's.	57,841	57,850	10			
		57,861	57,870	10			
		7,421	7,425	5	25	25	
Earl of Courtown -	Courtown, Ireland -	60,711	60,750	40	40	40	
Ditto - - -	- ditto - - -	60,671	60,710	40	40	40	
Ditto - - -	- ditto - - -	48,241	48,250	10			
		48,251	48,260	10	20	20	
Ditto - - -	- ditto - - -	69,141	69,340	200	200	200	
Ditto - - -	- ditto - - -	33,001	34,000	1,000	1,000	1,000	
P. D. Hadow - -	York-terrace, Regent's- park.	36,001	36,500	500	500	500	
Earl of Courtown -	Courtown, Ireland -	36,501	37,500	1,000	1,000	1,000	
Ditto - - -	- ditto - - -	37,501	38,500	1,000	1,000	1,000	
John Macdonnell -	Old Broad-street -	35,001	36,000	1,000	1,000	1,000	
J. W. Stable - -	10, Whitehall - -	43,501	43,750	250	250	250	
Earl of Courtown -	Courtown, Ireland -	42,001	43,500	1,500	1,500	1,500	
W. O. Hunt - -	10, Whitehall - -	41,001	42,000	1,000	1,000	1,000	
Earl of Courtown -	Courtown, Ireland -	39,501	10,000	500	500	500	
R. F. Gower - -	28, Coleman-street -	32,001	33,000	1,000	1,000	1,000	
Stephen Lewis - -	195, Regent-street -	34,001	35,000	1,000	1,000	1,000	
Viscount Duncannon -	Cavendish-square -	38,501	39,000	500	500	500	
Earl of Courtown -	Courtown, Ireland -	39,001	39,500	500	500	500	
Ditto - - -	- ditto - - -	43,751	43,863	113	113	113	
Sir Thos. Esmonde, Bart.	151, Regent-street -	40,001	41,000	1,000	1,000	1,000	
H. L. Orton - -	Reading - - -	23,196	23,205	10	10	10	
Earl of Courtown -	Courtown, Ireland -	12,001	12,010	10			
		5,256	5,260	5			
		6,091	6,095	5			
		12,266	12,275	10			
		12,906	12,910	5	35	35	
R. T. Elsdale - -	10, Whitehall - -	53,721	53,770	50			
		23,051	23,060	10			
		45,301	45,330	30			
		73,011	73,060	50	140	140	
Earl of Courtown -	Courtown, Ireland -	11,121	11,145	25	25	25	
G. W. Brooke - -	Porteus-road, Padding- ton.	95,981	96,100	120			
		25,776	25,790	15			
		89,998	90,000	3			
		12,041	12,080	40	178	178	
Earl of Courtown -	Courtown, Ireland -	{Glyn & Co.'s receipt, dated 20 June 1845, to James Grant - - -}		50	50	50	
Geo. Little - -	Wexford - - -	1,251 to 1,260	6,426 to 6,445	200			
		2,571 to 2,575	17,341 to 17,350				
		3,391 to 3,395	47,391 to 47,400				
		6,331 to 6,335	50,621 to 50,710		200	200	
		6,391 to 6,415	86,081 to 86,100				
Ditto - - -	- ditto - - -	59,761/70	9,431/50	90			
		17,251/80	17,371/80		90	90	
		2,631/700					

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		From	To	—			
George Little - -	Wexford - - -	72,431	72,440	10	10	10	
Lord Thos. P. Clinton	Carlton Villas, Maida Vale.	12,676	12,705	30	30	30	
John Connelly - -	Markham-street, Chel- sea.	96,101	96,130	30	30	30	
Earl of Courtown -	Courtown, Ireland -	96,131	96,400	270	270	- -	270
M. H. Court - -	Maidenhead - -	51,561	51,600	40	40	40	
J. O. Ferrall - -	Limerick - - -	17,746	17,760	365	365	365	
		64,161	64,260				
		64,461	64,510				
		94,561	94,760				
Major M. C. Chase -	Nottingham-place -	49,551	49,600	50	50	50	
P. Mahoney - -	Grange, County Wick- low.	25,576	25,580	5	5	5	
H. E. Beville - -	King-street, Portman- square.	64,511	64,560	50	50	50	
Theodore Whipham -	Inner Temple - -	65,461	65,490	30	30	30	
R. H. Nettleship -	Clifford's Inn - -	7,291 to 7,340 11,576 to 11,615	18,576 to 18,585 68,471 to 68,620	250	250	-	250
J. Pim, jun - -	5, Adelaide-street -	50,901	50,910				
John Hutton - -	11, Warnford-court -	86,441/60 62,731/40 54,541/50	53,341/50 52,461/70 46,401/10	70	70	-	70
James Perry - -	Dublin - - -	5,831 to 5,850 25,566/75	20,126/55 50,811/900				
Earl of Courtown -	Courtown, Ireland -	71,911 62,061	71,990 62,140	80 80	150	150	
		Bank of Ireland receipt, dated 23 June 1845, to E. Moore - - -			10		
C. J. Furlonger - -	Stock Exchange -	4,516 14,581 1,586 13,576 70,881 10,811 12,161 61,401 94,901 61,581 68,871 521 48,651 8,731 8,806 66,961 to 66,970 16,961 to 17,005 52,151 to 52,160 2,326 to 2,330 2,341 to 2,345	4,520 14,585 1,590 13,596 70,910 10,830 12,170 61,450 94,920 61,590 63,880 530 48,660 8,740 8,810 2,346 to 2,350 2,476 to 2,480 3,111 to 3,115 46,451 to 46,460	320	320	-	320
W. H. La Serre - -	Stock Exchange -	6,626 15,006 45,051 53,391 55,201	6,630 15,030 45,060 53,410 55,210	70	70	-	70
Robert Green - -	20, Cockspur-street -	16,641 71,141 10,301 2,396	16,650 71,170 10,305 2,400				
				50	50	-	50

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		From	To	—			
Sir John Wilson -	Westbourne Terrace -	67,861	67,760	100	100	100	
J. A. Gallini -	St. John's Wood -	48,751	48,830	80			
Sir J. Hancock -	Tetsworth, Oxon -	851 to 855 9,366 to 9,370 12,631 to 12,635 46,571 to 46,580	87,001 to 87,020 88,961 to 88,980 55,061 to 55,160 45,911 to 45,960	215	80	80	
John Hamilton -	Dublin -	47,051 8,826 8,831	47,060 8,830 8,835	20	215	215	
Sidney Harvey -	Woolwich -	61,951 71,871	61,960 71,910	50	20	-	20
J. L. Franklin -	5, Harley-street -	67,501 52,581 55,731 57,311 65,141	67,560 52,590 55,740 57,320 65,150	100	50	50	
J. K. Boswell -	Dublin -	186 251 626 636 646 656 666 65,591 59,281 51,171 52,491 56,451 56,471 59,671 48,661 53,591 52,381 53,181 9,236 16,351 86,041 86,561 49,021 59,311 67,231 50,111 62,791 62,811 95,961 72,111 17,496 2,496 17,671 10,416 16,791 15,141 16,786 15,276 66,031 54,871 62,861 59,031 69,341 18,181 17,131 17,966 27,051 6,376 23,736	190 255 630 640 650 660 670 65,640 59,290 51,180 52,500 56,460 56,480 59,680 48,670 53,600 52,420 53,190 9,240 16,360 86,060 86,580 49,030 59,350 67,240 50,120 62,800 62,830 95,980 72,120 17,500 2,500 17,675 10,425 16,795 15,145 16,790 15,280 66,040 54,880 62,870 59,040 69,350 18,185 17,135 17,970 27,060 6,380 23,745	5 5 5 5 5 5 5 50 10 10 10 10 10 10 10 10 40 10 10 5 10 20 20 10 10 10 10 10 10 5 5 5 10 5 5 10 10 10 3 5 5 10 5 10	-	-	100

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		From	To	—			
J. K. Boswell— <i>cont^d</i> -	Dublin - - -	17,166	17,170	5	955	955	
		14,056	14,060	5			
		12,941	12,945	5			
		2,466	2,460	5			
		81	85	5			
		9,771	9,780	10			
		17,686	17,690	5			
		5,376	5,380	5			
		15,791	15,795	5			
		0,746	6,750	5			
		17,006	17,010	5			
		2,596	2,600	5			
		2,661	2,665	5			
		12,021	12,025	5			
		6,186	6,190	5			
		21	25	5			
		71	75	5			
		5,546	5,550	5			
		14,311	14,315	5			
		10,461	10,480	20			
		14,401	14,420	20			
		51,061	51,090	30			
		856	860	5			
		861	865	5			
		1,281	1,285	5			
		1,326	1,330	5			
		5,421	5,425	5			
		5,756	5,760	5			
		5,766	5,770	5			
		6,666	6,670	5			
		45,381	45,390	10			
		6,446	6,450	5			
		6,451	6,455	5			
		14,576	14,580	5			
		15,201	15,205	5			
		55,221	55,230	10			
		55,231	55,240	10			
		55,241	55,250	10			
		55,251	55,260	10			
		86,921	86,940	20			
		90,961	90,980	20			
		8,021	8,025	5			
		8,026	8,030	5			
		8,031	8,035	5			
		8,041	8,045	5			
		8,046	8,050	5			
		8,051	8,055	5			
		8,056	8,060	5			
		17,786	17,790	5			
		18,551	18,555	5			
		18,626	18,630	5			
		59,351	59,360	10			
		59,361	59,370	10			
		59,371	59,380	10			
		59,381	59,390	10			
		59,391	59,400	10			
Peter Burrows -	Leeson-street, Dublin	17,361	17,365	5	955	955	
		11,321	11,325	5			
		2,576	2,580	5			
		7,046	7,050	5			
		8,846	8,850	5			
		17,481	17,485	5			
		18,141	18,145	5			
		18,151	18,155	5			
		17,366	17,370	5			
		11,316	11,320	5			
		17,971	17,975	5			
		3,096	3,100	5			
		171	175	5			
		6,296	6,300	5			
		166	170	5			

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		From	To	—			
Peter Burrowes—cont ^d	Leeson-street, Dublin	3,891	3,895	5			
		15,181	15,185	5			
		926	930	5			
		17,856	17,860	5			
		11,031	11,035	5			
		17,851	17,855	5			
		11,026	11,030	5			
		15,426	15,430	5			
		10,886	10,890	5			
		7,081	7,085	5			
		2,481	2,485	5			
		26,376	26,385	10			
		16,151	16,155	5			
		9,186	9,190	5			
		10,156	10,163	10			
		4,646	4,650	5			
		16,156	16,165	10			
		4,471	4,475	5			
		4,466	4,470	5			
		866	870	5			
		886	890	5			
		17,446	17,450	5			
		8,906	8,910	5			
		2,251	2,255	5			
		9,251	9,255	5			
		17,456	17,460	5			
		8,771	8,775	5			
		9,781	9,795	15			
		26,891	26,891	5			
		18,186	18,190	5			
		696	705	10			
		5,641	5,645	5			
		7,571	7,575	5			
		5,476	5,480	5			
		9,131	9,140	10			
		13,011	13,015	5			
		11,541	11,545	5			
		7,566	7,570	5			
		18,226	18,240	15			
		196	200	5			
		14,386	14,340	5			
		17,871	17,875	5			
		1,261	1,265	5			
		4,746	4,750	5			
		1,591	1,595	5			
		1,596	1,600	5			
		14,496	14,500	5			
		6,061	6,065	5			
		1,266	1,270	5			
James Burne	Dublin	22,776	22,780	5	365	-	365
		7,986	7,990	5			
		3,901	3,905	5			
		5,026	5,030	5			
		2,956	2,960	5			
		56,211	56,220	10			
		9,016	9,025	10			
		6,641	6,645	5			
		26,386	26,400	15			
		86,661	86,680	20			
		4,476	4,485	10			
		6,481	6,485	5			
		6,476	6,480	5			
		47,491	47,500	10			
		14,131	14,140	10			
		14,146	14,160	15			
		2,676	2,680	5			
		3,736	3,750	15			
		2,701	2,730	30			
		2,581	2,590	10			
		14,381	14,400	20			
		64,341	64,350	10			
		13,266	13,275	10			

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		From	To	—			
James Burne — <i>contd</i> -	Dublin - - -	26,546	26,555	10	515	-	515
		14,021	14,030	10			
		14,031	14,040	10			
		6,561	6,580	20			
		15,401	15,410	10			
		88,001	88,020	20			
		59,401	59,500	10			
		56,991	57,000	10			
		61,271	61,280	10			
		50,521	50,530	10			
		62,031	62,040	10			
		64,351	64,360	10			
		53,081	53,090	10			
		54,471	54,480	10			
		25,106	25,110	5			
		25,116	25,120	5			
		6,181	6,185	5			
		10,201	10,220	20			
		14,361	14,370	10			
		1,866	1,875	10			
		13,781	13,790	10			
		6,651	6,655	5			
		15,411	15,420	10			
		15,446	15,450	5			
		48,551	48,560	10			
		90,641	90,660	20			
Peter Burrows -	Leeson-street, Dublin	13,256	13,260	5	515	-	515
		10,071	10,080	10			
		13,021	13,030	10			
		23,656	23,660	5			
		27,491	27,495	5			
		27,211	27,215	5			
		10,226	10,230	5			
		14,721	14,725	5			
		9,691	9,695	5			
		22,631	22,645	15			
		1,996	2,000	5			
		5,726	5,730	5			
		58,241	58,260	20			
		68,851	68,860	10			
		60,831	60,850	20			
		64,431	64,440	10			
		62,041	62,050	10			
		60,821	60,830	10			
		90,341	90,360	20			
		85,361	85,380	20			
		56,481	56,490	10			
		53,141	53,150	10			
		89,201	89,220	20			
		88,161	88,180	20			
		88,081	88,000	20			
		95,941	95,960	20			
		52,591	52,600	10			
		47,011	47,020	10			
		45,861	45,870	10			
		46,901	46,910	10			
		62,711	62,720	10			
		59,301	59,310	10			
		52,661	52,670	10			
		52,571	52,580	10			
		65,131	65,140	10			
		59,801	59,810	10			
		25,556	25,565	10			
		2,271	2,275	5			
		7,561	7,565	5			
		15,591	15,595	5			
		2,486	2,490	5			
		13,261	13,265	5			
		27,336	27,340	5			
		7,451	7,455	5			
		5,936	5,940	5			
		56,121	56,130	10			

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Peter Burrowes— <i>cont'd</i>	Leeson-street, Dublin	56,491	56,500	10			
		69,351	69,370	20			
		56,051	56,060	10			
		2,781	2,785	5			
		16,816	16,820	5			
		25,756	25,760	5			
		5,931	5,935	5			
		9,686	9,690	5			
		7,411	7,415	5			
		51	55	5			
		9,701	9,705	5			
		6,286	6,290	5			
		9,121	9,125	5			
		11,526	11,530	5			
		11,401	11,405	5			
		14,996	15,000	5			
		11,046	11,050	5			
		5,531	5,540	10			
		961	965	5			
		5,751	5,755	5			
		5,741	5,745	5			
		3,491	3,495	5			
		86,521	86,540	20			
		54,161	54,170	10			
		53,881	53,890	10			
		60,001	60,010	10			
		52,371	52,380	10			
		50,471	50,480	10			
		50,971	50,980	10			
		4,146	4,150	5			
		11,966	11,970	5			
		27,341	27,345	5			
		266	270	5			
		10,771	10,775	5			
		23,226	23,230	5			
		51,031	51,040	10			
		67,191	67,200	10			
		56,221	56,230	10			
		66,981	66,990	10			
		88,441	88,460	20			
		89,241	89,260	20			
		88,261	88,280	20			
		94,481	94,500	20			
		86,601	86,620	20			
		54,811	54,820	10			
		53,571	53,580	10			
		47,171	47,180	10			
		61,901	61,920	20			
		62,311	62,320	10			
		62,141	62,150	10			
		65,821	65,830	10			
		47,641	47,650	10			
		54,111	54,120	10			
		69,381	69,390	10			
		51,411	51,420	10			
		57,291	57,300	10			
		50,781	50,790	10			
		45,231	45,240	10			
		50,801	50,810	10			
		54,771	54,780	10			
		54,781	54,790	10			
		47,561	47,570	10			
		64,031	64,040	10			
		52,561	52,570	10			
		49,431	49,440	10			
		56,031	56,040	10			
		66,261	66,270	10			
		55,781	55,790	10			
		64,041	64,050	10			
		63,751	63,760	10			
		46,321	46,330	10			
		47,041	47,050	10			
		48,941	48,950	10			

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Peter Burrowes— <i>cont</i> ^d	Leeson-street, Dublin -	52,611	52,620	10	1,260	-	1,260
		71,001	71,010	10			
		47,761	47,770	10			
		54,051	54,060	10			
		58,741	58,750	10			
		51,001	51,010	10			
		46,721	46,730	10			
		57,301	57,310	10			
		51,361	51,370	10			
		55,711	55,720	10			
		66,321	66,330	10			
Charles James Preston	9, Southwick-place -	4,411	4,435	25	75	-	75
		49,081	49,130	50			
James Ryan - -	41, Dame-street, Dublin	49,071	49,080	10	60	60	
		89,721	89,740	20			
		91,101	91,120	20			
		63,021	63,030	10			
Reid & Langford -	Friday-street - -	1,106	1,110	5	270	-	270
		1,121	1,150	30			
		61,031	61,050	20			
		93,241	93,280	40			
		59,431	59,470	40			
		49,761	49,770	10			
		72,091	72,100	10			
		6,366	6,370	5			
		17,621	17,625	5			
		22,551	22,555	5			
		206	215	10			
		276	280	5			
		3,266	3,270	5			
		7,686	7,690	5			
		22,801	22,805	5			
		15,486	15,490	5			
		57,461	57,470	10			
		10,241	10,250	10			
George Ambrose	2, Birchin-lane -	52,091	52,130	40	200	-	200
		12,816	12,820	5			
F. P. Barnes - -	Dublin - - -	91,501	91,700	200	20	20	
		5,491	5,495	5			
		18,001	18,005	5			
		18,006	18,010	5			
Dr. Gray - - -	- ditto - - -	17,946	17,950	5	45	-	45
		67,461	67,500	40			
Wilson Gray - -	- ditto - - -	22,716	22,720	5	290	-	290
		45,691	45,760	70			
		86,761	86,800	40			
		65,411	65,460	50			
		56,641	56,690	50			
		49,601	49,650	50			
		87,461	87,480	20			
		14,551	14,555	5			
P. Donnelly - -	Thurles, Ireland -	16,471	16,475	5	20	-	20
		11,941	11,960	20			
James Little - -	38, Pall Mall - -	63,261	63,310	50	300	-	300
		91,381	91,480	100			
		67,771	67,870	100			
		61,011	61,020	10			
		89,561	89,600	40			
Daniel Gooch - -	Harrow-road - -	68,211	68,260	50	50	50	
		93,561	93,580	20			
R. W. Cohen - -	Stock Exchange -	85,381	85,400	20			
		88,241	88,260	20			

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		From	To	—			
R. W. Cohen <i>contd.</i> -	Stock Exchange -	93,621	93,640	20	473	473	
		54,281	54,290	10			
		55,481	55,490	10			
		48,261	48,270	10			
		53,221	53,230	10			
		47,701	47,710	10			
		69,441	69,450	10			
		53,211	53,220	10			
		55,191	55,200	10			
		53,191	53,200	10			
		62,551	62,560	10			
		62,541	62,550	10			
		69,451	69,460	10			
		69,461	69,470	10			
		52,521	52,530	10			
		46,101	46,110	10			
		45,061	45,080	20			
		69,471	69,490	20			
		46,081	46,090	10			
		66,311	66,320	10			
		49,751	49,760	10			
		57,721	57,730	10			
		12,666	12,670	5			
		1,741	1,745	5			
		7,851	7,855	5			
		1,306	1,310	5			
		1,301	1,305	5			
		6,806	6,810	5			
		25,416	25,420	5			
		4,811	4,815	5			
		18,221	18,225	5			
		15,121	15,125	5			
		4,796	4,805	10			
		6,106	6,110	5			
		7,446	7,450	5			
		6,491	6,495	5			
		13,686	13,690	5			
		5,136	5,145	10			
		12,641	12,650	10			
		13,681	13,685	5			
		12,651	12,655	15			
		22,721	22,725	5			
		7,846	7,850	5			
		22,726	22,730	5			
		9,576	9,580	5			
		1,746	1,755	10			
		9,831	9,835	5			
		4,806	4,810	5			
		69,993	69,995	3			
Wm. Parry Richards -	Wellington-street, Strand.	55,561	55,560	100	800	-	800
		92,561	92,960	400			
		{Glen & Co.'s receipt, dated 13 June 1845, to W. P. Richards -}		300			
J. C. Coffey - -	Dublin - - -	25,581	25,585	5	5	5	
J. Locke - - -	Paddington - -	14,966	14,970	5	20	20	
		14,166	14,170	5			
		15,166	15,170	5			
		15,176	15,180	5			
Henry Ryan - -	Dublin - - -	9,261	9,265	5			
		1,031	1,035	5			
		46,481	46,490	10			
		52,971	52,980	10			
		48,731	48,740	10			
		52,981	52,990	10			
		50,431	50,440	10			
		91,241	91,260	20			
		88,801	88,820	20			
		89,701	89,720	20			

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip. or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be), Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.			
		From	To	—						
Henry Ryan— <i>cont^d</i> -	Dublin - - -	51,821	51,830	10						
		52,951	52,960	10						
		56,181	56,190	10						
		56,191	56,200	10						
		13,316	13,320	5						
		14,371	14,375	5						
		15,806	15,810	5						
		17,126	17,130	5						
		26,431	26,445	15						
		26,651	26,655	5						
		86,261	86,280	20						
		90,761	90,780	20						
		94,921	94,940	20						
		53,101	53,110	10						
		481	485	5						
		9,516	9,520	5						
		15,816	15,820	5						
		22,946	22,955	10						
		85,691	85,695	5						
		J. A. Boss - - -	6, Bury-street, City -	63,711						
J. R. Lees - - -	Dublin - - -	26,931	26,935	5	20	20				
		26,936	26,940	5						
		14,291	14,300	10						
		53,371	53,380	10						
		55,701	55,710	10						
		59,861	59,880	20						
		3,946	3,955	10						
		48,621	48,630	10						
		14,796	14,805	10						
		70,411	70,430	20						
		70,761	70,860	100						
		59,881	59,900	20						
		58,771	58,780	10						
		70,001	70,010	10						
		1,736	1,740	5						
		1,116	1,120	5						
		3,011	3,020	10						
		15,151	15,160	10						
		6,466	6,475	10						
		2,626	2,635	10						
		48,191	48,210	20						
		12,801	12,810	10						
		15,331	15,360	30						
		17,696	17,725	30						
		18,036	18,045	10						
		Bank of Ireland re-		50						
		ceipt, June 23, 1845,								
		Abel Woodrooffe -		30						
		Bank of Ireland re-								
		ceipt, June 23, 1845,		30						
		to Peter Roe -								
		Bank of Ireland re-		30						
		ceipt, June 23, 1845,								
		to Peter Roe -		25						
		Bank of Ireland re-								
		ceipt, June 23, 1845,		25						
		A. D'Arcy -								
		Bank of Ireland re-		25						
		ceipt, June 23, 1845,								
		A. R. Woodrooffe -		100						
		Bank of Ireland re-								
		ceipt, June 23, 1845,		10						
		H. P. Woodrooffe -								
		72,101	72,110	10						
		45,521	45,530	10						
		45,331	45,350	20						
		18,056	18,065	10						
		88,541	88,560	20						
		1,391	1,415	25						
		62,581	62,590	10						
		4,781	4,785	5						

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
J. R. Lees— <i>cont</i> ^d	Dublin - - -	10,766	10,770	5	925	925	
		59,681	59,690	10			
		62,201	62,240	40			
		62,191	62,200	10			
		50,251	50,260	10			
		48,401	48,410	10			
		13,251	13,255	5			
		13,461	13,465	5			
		89,881	89,900	20			
		92,021	92,040	20			
		92,001	92,020	20			
J. R. Lees	- - - ditto - - -	9,921	9,925	5	925	925	
		12,261	12,265	5			
		2,556	2,560	5			
		14,786	14,790	5			
		5,571	5,575	5			
		3,006	3,010	5			
		5,406	5,410	5			
		17,226	17,230	5			
		15,546	15,550	5			
		12,821	12,825	5			
		18,466	18,470	5			
		23,706	23,710	5			
		17,681	17,685	5			
		17,191	17,195	5			
		17,881	17,885	5			
		25,221	25,225	5			
		23,251	23,255	5			
		191	195	5			
		17,876	17,880	5			
		5,896	5,900	5			
		18,471	18,475	5			
		16,246	16,250	5			
		2,881	2,885	5			
		15,136	15,140	5			
		3,886	3,890	5			
		966	970	5			
		23,216	23,225	10			
		26,321	26,325	5			
		9,926	9,930	5			
		291	300	10			
		27,346	27,355	10			
		88,021	88,040	20			
		56,091	56,100	10			
		90,481	90,500	20			
		50,991	51,000	10			
		61,921	61,930	10			
		54,041	54,050	10			
		47,661	47,670	10			
		9,126	9,130	5			
		3,651	3,655	5			
		3,446	3,470	25			
		1,241	1,245	5			
		10,261	10,260	10			
		13,441	13,450	10			
		9,101	9,110	10			
		5,586	5,590	5			
		8,816	8,820	5			
		57,371	57,380	10			
		50,261	50,270	10			
		47,481	47,490	10			
		9,071	9,075	5			
		14,261	14,265	5			
		13,711	13,715	5			
		6,501	6,505	5			
		53,061	53,070	10			
		4,766	4,775	10			
		15,636	15,640	5			
		13,931	13,940	10			
		12,321	12,325	5			
		691	695	5			
		14,106	14,110	5			

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		From	To	—			
J. R. Lees— <i>cont^d</i>	Dublin - - -	25,136	25,140	5			
		25,146	25,150	5			
		25,126	25,130	5			
		11,481	11,485	5			
		10,866	10,870	5			
		10,871	10,880	10			
		5,636	5,640	5			
		13,926	13,930	5			
		27,196	27,200	5			
		86	95	10			
		14,346	14,350	5			
		4,526	4,530	5			
		18,171	18,175	5			
		50,451	50,460	10			
		85,281	85,300	20			
		85,321	85,340	20			
		50,121	50,130	10			
		50,951	50,960	10			
		46,361	46,370	10			
		53,121	53,130	10			
		63,041	63,050	10			
		58,801	58,810	10			
		48,931	48,940	10			
		48,611	48,620	10			
		52,651	52,660	10			
		48,991	49,000	10			
		57,421	57,430	10			
		60,161	60,170	10			
		60,571	60,580	10			
		48,281	48,290	10			
		3,091	3,095	5			
		3,101	3,105	5			
		12,501	12,510	10			
		7,921	7,925	5			
		26,676	26,700	25			
		55,261	55,270	10			
		16,061	16,065	5			
		14,491	14,495	5			
		1,546	1,565	20			
		156	165	10			
		3,471	3,475	5			
		87,621	87,640	20			
		90,861	90,880	20			
		51,341	51,350	10			
		69,791	69,800	10			
		62,261	62,270	10			
		71,711	71,720	10			
		6,041	6,045	5			
		6,036	6,040	5			
		6,026	6,035	10			
		70,231	70,260	30			
		61,051	61,070	20			
		11,041	11,045	5			
		26,536	26,540	5			
		9,031	9,035	5			
		3,156	3,160	5			
		58,721	58,730	10			
		58,711	58,720	10			
		46,371	46,380	10			
		63,981	63,990	10			
		60,221	60,230	10			
		58,151	58,160	10			
		54,131	54,140	10			
		60,151	60,160	10			
		61,611	61,620	10			
		67,201	67,210	10			
		64,051	64,060	10			
		63,381	63,390	10			
		50,231	50,240	10			
		61,031	61,040	10			
		61,451	61,460	10			
		63,371	63,380	10			

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		From	To	—			
J. R. Lees— <i>contd</i>	Dublin - - -	1,218	1,220	5	1,525	-	1,525
		26,966	26,970	5			
		26,971	26,975	5			
		4,641	4,645	5			
		96	110	15			
		26,646	26,650	5			
		1,331	1,345	15			
		56,511	56,520	10			
		85,001	85,020	20			
		85,021	85,040	20			
		85,081	85,100	20			
		85,061	85,080	20			
		85,041	85,060	20			
		48,161	48,170	10			
		64,871	64,880	10			
		13,941	13,945	5			
		13,946	13,950	5			
		3,121	3,130	10			
		6,081	6,085	5			
		17,781	17,785	5			
		1,226	1,235	10			
		1,296	1,300	5			
		2,026	2,040	15			
		15,776	15,780	5			
		26,841	26,845	5			
		46,691	46,700	10			
		52,621	52,630	10			
		57,361	57,370	10			
		58,431	58,440	10			
		69,411	69,420	10			
		86,861	86,880	20			
		86,941	86,960	20			
		87,501	87,520	20			
		91,041	91,060	20			
Earl of Courtown	Courtown, Ireland	68,261	68,270	10	30	30	
		68,271	68,280	10			
		68,281	68,290	10			
Ditto - - -	- ditto - - -	10,596	10,635	40	40	40	
C. A. Saunders -	Westbourne-lodge, Pad-	72,321	72,420	100	100	100	
	dington.						
Earl of Courtown	Courtown, Ireland	15,901	15,940	40	40	40	
Ditto - - -	- ditto - - -	86,301	86,320	20	150	150	
		87,661	87,680	20			
		46,411	46,420	10			
		86,401	86,420	20			
		86,381	86,400	20			
		86,361	86,380	20			
		86,341	86,360	20			
		86,321	86,340	20			
Ditto - - -	- ditto - - -	94,761	94,780	20	90	90	
		16,761	16,770	10			
		3,786	3,800	15			
		1,436	1,440	5			
		5,916	5,925	10			
		16,756	16,760	5			
		1,576	1,580	5			
		66,391	66,410	20			
Ditto - - -	- ditto - - -	776	780	5			
		1,566	1,575	10			
		2,266	2,270	5			
		3,131	3,135	5			
		7,031	7,035	5			
		3,136	3,140	5			
		4,436	4,445	10			
		5,126	5,130	5			
		45,891	45,910	20			
		46,171	46,190	20			

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
Earl of Courtown—cont ^d	Courtown, Ireland -	48,571	48,580	10			
		48,741	48,750	10			
		49,061	49,070	10			
		49,891	49,970	80			
		50,221	50,230	10			
		52,291	52,370	80			
		59,081	59,130	50			
		85,941	86,000	60			
		86,961	86,980	20			
		87,541	87,600	60			
		89,621	89,640	20			
Colonel William Acton	Rathdrum - -	49,281	49,380	100	500	500	
P. D. Hadow - -	York-terrace, Regent's Park.	91,701	92,000	300	100	100	
					300	300	
W. G. Hayter, M. P. -	Hyde Park-terrace -	{Glyn & Co.'s receipt, dated 27 June 1845 to W. G. Hayter, Esq., M. P. - -}		138			
					138	138	
Earl of Courtown -	Courtown, Ireland -	49,801	49,850	50	50	50	
Ditto - - -	- ditto - - -	6,246	6,250	5	5	5	
J. D. Davies - -	Westminster - -	11,776	11,790	15			
					15	15	
Earl of Courtown -	Courtown, Ireland -	47,061	47,070	10			
		17,976	17,980	5			
					15	15	
Ditto - - -	- ditto - - -	7,646	7,655	10			
					10	10	
Ditto - - -	- ditto - - -	66,721	66,750	30			
		92,481	92,500	20			
					50		50
Ditto - - -	- ditto - - -	796	800	5			
		9,216	9,230	15			
		9,496	9,500	5			
		22,986	22,990	5			
		52,471	52,480	10			
		17,401	17,405	5			
		5,581	5,585	5			
					50	50	
Ditto - - -	- ditto - - -	{Glyn & Co.'s receipt, 21 June 1845, to Nicholas Penhall, Esq.}		10			
					10	10	
Ditto - - -	- ditto - - -	27,026	27,030	5			
					5	5	
Ditto - - -	- ditto - - -	13,351	13,360	10			
					10	10	
Ditto - - -	- ditto - - -	13,331	13,350	20			
					20	20	
Ditto - - -	- ditto - - -	2,831	2,835	5			
					5	5	
Ditto - - -	- ditto - - -	63,571	63,670	100			
					100	100	
Ditto - - -	- ditto - - -	90,741	90,760	20			
		93,541	93,560	20			
					40		40
Ditto - - -	- ditto - - -	86,141	86,160	20			
		46,161	46,170	10			
		48,271	48,280	10			
		65,001	65,010	10			
					50	50	
Ditto - - -	- ditto - - -	2,431	2,445	15			
		9,241	9,245	5			
		70,081	70,090	10			
					30	30	
Ditto - - -	- ditto - - -	571	595	25			
		90,361	90,400	40			
		56,231	56,240	10			
		54,461	54,470	10			
		8,871	8,875	5			
		13,596	13,605	10			
					100	100	

RETURNS RELATIVE TO THE WATERFORD, WEXFORD,

NAMES of PERSONS producing Scrip.	ADDRESS of PERSONS producing Scrip.	Numbers of Scrip, or (as the case may be) Dates of Bankers' Receipts, and Names of Persons from whom the Deposits are therein stated to be received, produced by each such Person.			TOTAL AMOUNT of Scrip, or (as the case may be) Bankers' Receipts, produced by each such Person.	Amount produced by each such Person approving of the Bill.	Amount produced by each such Person disapproving of the Bill.
		From	To	—			
John MacDonnell -	Old Broad-street -	9,466	9,470	5	50	50	
		12,671	12,675	5			
		2,801	2,810	10			
		378	400	25			
		2,471	2,475	5			
W. H. Rodbard -	18, Lisson-street, New-road.	2,826	2,830	5	15	15	
		70,531	70,540	10			
Earl of Courtown -	Courtown, Ireland -	56,691	56,790	100	200	200	
		25,276	25,375	100			
W. Farren, junr.	44, St. John's Wood-terrace.	2,606	2,620	15	15	15	
Earl of Courtown -	Courtown, Ireland -	{ Bank of Ireland, receipt, 23 June 1845, to James Callaghan, Esq. - - - }		20	20	20	
					38,532	30,002	8,530

(signed) Courtown, Chairman.

(signed) W. O. & W. Hunt, Solicitor.

Deposited by me the 24th day of June 1846,

Parliamentary Agent for the Bill.

I, the undersigned, the Secretary to the Waterford, Wexford, Wicklow and Dublin Railway Company, do hereby certify and declare, that the above is a true and correct copy of the Certificate of the Chairman and Solicitor of the above Company, signed in pursuance of the Resolutions of the House of Commons, of the 23d day of April 1846, and produced on the 25th day of May 1846, at a meeting held in conformity with Sir Robert Peel's Sessional Orders, and which Certificate was duly lodged pursuant to such Sessional Orders, on the 29th day of June 1846.

Dated this 15th day of May 1851.

Rich. M. Muggeridge,

Secretary.

FRESH RETURNS to the Sessional Order of 30 April 1846, made in pursuance of the Order of The House of Commons of 14 August 1850.

Required under the Order of 30 April 1846.	A N S W E R.
<p>1. A copy of the original Return made for the purposes of Provisional Registration, with the Names of the Promoters as then registered</p> <p>2. The Names, Residences and descriptions of the present and past Provisional Directors, Treasurers, Solicitors, Secretary and other Officer, if any</p>	<p>See Appendix (A.)</p> <p>Directors :</p> <p>Colonel Acton, M. P., 36, Jermyn-street. Edward Bayly, Esq., Ballyarthur, county Wicklow. Loftus A. Bryan, Esq., 27, Pembroke-road, Dublin. John Boyd, Esq. Earl of Courtown, Courtown. Hon. R. S. Carew, M. P. Robert Doyne, Esq., Wells Onlark, county Wexford. Thomas L. Dennis, Esq. Sir Thomas Esmonde, Bart., M. P., Gorey. James Galway, Esq., Glen Lodge, Clonmel. P. D. Hadow, Esq., 4, Harcourt-buildings. John M'Donnell, Esq., Old Broad-street. Richard Morris, Esq., Dunkettle, Cork. Thomas Meagher, Esq., The Mall, Waterford. John Maher, Esq., Ballinkeelan, Enniscorthy. Captain Robert Owen, Marlfield, Gorey. Lieut.-Colonel H. Owen, University Club. Sir John Power, Bart., Edermine, county Wexford. James Power, M. P., Edermine, county Wexford. Charles Putland, Esq. Stephen Ram, Esq., Ramsforth Park, Gorey. Thomas N. Redington, M. P. Viscount Stopford, Courtown. John H. Talbot, Esq., Ballytrent, Wexford. James Talbot, Esq. Charles Tottenham, Esq., Ballycurry, Ashford, county Wicklow. Daniel Tighe, Esq., Rossana, Ashford, Ireland. Thomas Wyse, M. P., 17, Wilton-place. Sir Benjamin M. Wall, Waterford. Viscount Barrington, M. P., Cavendish-square. F. Pratt Barlow, Esq., Kensington. Robert F. Gower, Esq., Coleman-street. W. G. Hayter, M. P., Hyde Park-terrace. J. W. Miles, Esq., Bristol. Edward W. Mills, Esq., Lombard-street. David Lewis, Esq., Strady, Llanelly. Louis Vigurs, Esq., Temple. James Gibbs, Esq., Bristol. Frederick Ricketts, Esq., Bristol. W. Watson, Esq., Bristol. John Crothwaite, Esq., Liverpool.</p> <p>Engineer :</p> <p>J. K. Brunel, Esq., Duke-street, Westminster.</p> <p>Treasurers :</p> <p>Glyn, Hallifax, Mills & Co., Bankers, Lombard-street.</p> <p>Solicitors :</p> <p>W. O. & W. Hunt, 10, Whitehall.</p> <p>Secretary :</p> <p>R. M. Muggeridge, Esq., 449, West Strand.</p>
<p>3. The present and proposed Amount of the Capital of the Company -</p>	<p>£. 2,000,000.</p>
<p>4. The Number of Shares and The Amount of each Share</p>	<p>100,000. £. 20.</p>

Required under the Order of 30 April 1846.	A N S W E R.																																																								
5. The Number of Shares actually allotted, with the Names, Residences and Descriptions of the original Allottees, and the Number of Shares allotted to each }	Number of Shares actually allotted, 72,956. For the Names, Residences, &c. of Allottees, and the Number of Shares allotted to each, <i>see</i> Appendix (B.)																																																								
6. The Amount of Subscriptions paid up by such original Allottees - - - }	£. 95,979.																																																								
7. The Amount of Shares retained by or for the Provisional Committee - - }	No Shares retained by or for the Provisional Committee beyond those allotted to them.																																																								
8. The Amount of Subscriptions actually paid up by such Provisional Committee upon the Shares actually allotted to them - - }	Subscriptions actually paid up by Provisional Directors, £. 1,977.																																																								
9. The original Subscribers' agreement signed by the Allottees - - - }																																																									
	<div>Receipts :</div> <table><thead><tr><th></th><th>£.</th><th>s.</th><th>d.</th><th>£.</th><th>s.</th><th>d.</th></tr></thead><tbody><tr><td>On Deposit Account - - -</td><td>95,401</td><td>10</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Loan from Great Western Railway Company - - -</td><td>8,000</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Loan from Oxford, Worcester and Wolverhampton - - -</td><td>10,000</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Loan from Dublin and Kingstown - - -</td><td>12,000</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>On Interest Account - - -</td><td>1,271</td><td>15</td><td>9</td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td>126,673</td><td>5</td><td>9</td></tr></tbody></table>		£.	s.	d.	£.	s.	d.	On Deposit Account - - -	95,401	10	-				Loan from Great Western Railway Company - - -	8,000	-	-				Loan from Oxford, Worcester and Wolverhampton - - -	10,000	-	-				Loan from Dublin and Kingstown - - -	12,000	-	-				On Interest Account - - -	1,271	15	9								126,673	5	9							
	£.	s.	d.	£.	s.	d.																																																			
On Deposit Account - - -	95,401	10	-																																																						
Loan from Great Western Railway Company - - -	8,000	-	-																																																						
Loan from Oxford, Worcester and Wolverhampton - - -	10,000	-	-																																																						
Loan from Dublin and Kingstown - - -	12,000	-	-																																																						
On Interest Account - - -	1,271	15	9																																																						
				126,673	5	9																																																			
10. A statement of the Amount of Money in hand, together with an Abstract of all Receipts and Expenditure up to the presentation of the Petition for the Bill -	<div>Expenditure :</div> <table><thead><tr><th></th><th>£.</th><th>s.</th><th>d.</th><th>£.</th><th>s.</th><th>d.</th></tr></thead><tbody><tr><td>Parliamentary Deposit (5 per cent.)</td><td>75,000</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Parliamentary and Law Expenses</td><td>2,150</td><td>15</td><td>6</td><td></td><td></td><td></td></tr><tr><td>Engineering Expenses - - -</td><td>8,000</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Traffic Estimates - - -</td><td>200</td><td>-</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Office Rent, Salaries, Books, Stationery, &c. - - -</td><td>1,523</td><td>12</td><td>-</td><td></td><td></td><td></td></tr><tr><td>Advertising and Printing - - -</td><td>551</td><td>5</td><td>5</td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td>87,425</td><td>12</td><td>11</td></tr></tbody></table> <div>Balance invested and in Bankers' hands - £. 39,247 12 10</div>		£.	s.	d.	£.	s.	d.	Parliamentary Deposit (5 per cent.)	75,000	-	-				Parliamentary and Law Expenses	2,150	15	6				Engineering Expenses - - -	8,000	-	-				Traffic Estimates - - -	200	-	-				Office Rent, Salaries, Books, Stationery, &c. - - -	1,523	12	-				Advertising and Printing - - -	551	5	5								87,425	12	11
	£.	s.	d.	£.	s.	d.																																																			
Parliamentary Deposit (5 per cent.)	75,000	-	-																																																						
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Office Rent, Salaries, Books, Stationery, &c. - - -	1,523	12	-																																																						
Advertising and Printing - - -	551	5	5																																																						
				87,425	12	11																																																			
11. A statement of the source whence the Parliamentary Deposit was paid, or whether a Declaration was made of a Surplus Revenue instead of a Deposit -	The Parliamentary Deposit was paid out of the amount received from the subscribers for deposits.																																																								

I, the undersigned, the Secretary to the Waterford, Wexford, Wicklow and Dublin Railway Company, do hereby certify and declare, that the above Return, made in pursuance of an Order of the House of Commons of the 14th day of August 1850, is a true and correct copy of the Returns to the Sessional Order of the 30th day of April 1846; and that the Documents accompanying the same, marked respectively (A.) and (B.), are true and correct copies of the Appendices thereto, and which Returns and Appendices were duly lodged, pursuant to such Sessional Order, on the 24th day of June 1846.

Dated this 15th day of May 1851.

Rich. M. Muggeridge,
Secretary.

APPENDIX (A.)

SHEET A. (Nos. 1, 2, 3.)

JOINT STOCK COMPANIES' REGISTRATION ACT. (7 & 8 Vict., c. 110.)

PROVISIONAL REGISTRATION.

RETURN of the NAME, BUSINESS and PROMOTERS of the *Waterford, Wexford, Wicklow and Dublin Railway Company*.
Pursuant to Section 4.

Date of Receipt at the Registry Office, *22 April 1845*.—Serial Number of the Return *2418*.—Fee on Registry *1s. 6d.*

N.B.—These items are not to be filled up by the Company.

Upon this Return being made, a Certificate of Provisional Registration may be obtained. Each sheet required for this Return should be signed by one or more of the Promoters. The Date within should be that of the period up to which the Return is made out.

1. 2. 3. The Name, Business and Promoters of the *Waterford, Wexford, Wicklow, and Dublin Railway Company*.

PROVISIONAL
REGISTRATION. }

{ Dated *22*
{ *April 1845*.

1. NAME of the Proposed COMPANY.	2. BUSINESS or PURPOSE.
<i>Waterford, Wexford, Wicklow and Dublin Railway Company.</i>	The construction of a Railway from Dublin through Wicklow, Arklow, Gorey and Enniscorthy to Wexford, New Ross and Waterford, with a Branch from Enniscorthy to Carlow.

3. The PROMOTERS of the COMPANY.

NAME.	Occupation, Rank, or usual Title.	Place of Business (if any).	Place of Residence. (As the Street, Square, or Place, and No. of the House.)
Colonel Acton - - -	M.P. - - -	- - - - -	West Acton, county Wicklow.
The Earl of Courtown - - -	- - - - -	- - - - -	Courtown House, county Wexford.
Sir Thomas Esmonde - - -	M.P. - - -	- - - - -	Ballynastra, county Wexford.
John Maher - - -	esquire - - -	- - - - -	Ballynaskella, county Wexford.
James Power - - -	esquire, M.P. - - -	- - - - -	Edermine House, county Waterford.
Thomas N. Redington - - -	M.P. - - -	- - - - -	Kilcoman, county Galway.
Viscount Stopford - - -	M.P. - - -	- - - - -	Courtown House, county Wicklow.
Charles Tottenham - - -	esquire - - -	- - - - -	Ballycorry, county Wexford.
Thomas Wyse - - -	esquire, M.P. - - -	- - - - -	Manor St. John, Waterford.
Thomas Meagher - - -	esquire - - -	- - - - -	The Mall, Waterford.
Lord Viscount Barrington - - -	M.P. - - -	- - - - -	20, Cavendish-square, in the county of Middlesex.
Frederick Pratt Barlow - - -	merchant - - -	Little Bridge-street, Blackfriars, London.	Kensington-square, in the county of Middlesex.
Robert Frederick Gower - - -	merchant - - -	Coleman-street, London	Devonshire-place, in the county of Middlesex.
William Goodenough Hayter - - -	esquire, M.P. - - -	- - - - -	Hyde Park-terrace, in the county of Middlesex.
John William Miles - - -	banker - - -	Corn-street, Bristol	Leigh Court, Somersetshire.
Edward Wheler Miles - - -	banker - - -	Lombard-street, London	Bryanstone-square, in the county of Middlesex.
David Lewis - - -	esquire - - -	- - - - -	Straddy, near Llanelly, Carmarthenshire.
Louis Vigurs - - -	merchant - - -	Regent's-street, in the county of Middlesex.	Old Broad-street, London.
Frederick Ricketts - - -	merchant - - -	Old Broad-street, London	Porchester-terrace, Bayswater, in the county of Middlesex.
John Crosthwaite - - -	merchant - - -	Dale-street, Liverpool	Woolton Hall, Lancashire.
Captain Robert Owen - - -	on half-pay - - -	- - - - -	Marfield, near Gorey, county Wexford.
Stephen Ram - - -	esquire - - -	8, Hereford-street, in the county of Middlesex.	Ramsfort Park, county Wexford.

(A true copy.)

(signed) *Rob. Fred. Gower.*

Frs. Whitmarsh,

Registrar of Joint Stock Companies.

APPENDIX (B.)

NAMES, RESIDENCES and DESCRIPTIONS of the ORIGINAL ALLOTTEES, and the NUMBER of SHARES allotted to each.

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
150 -	Armstrong, Nenon - -	esquire -	Westbourne Grove, Bayswater - -	100
22 10	Algar, George William -	gentleman -	Myrtle Cottage, Cowley-road, Brixton -	15
150 -	Ailesbury, Marchioness of -	- - -	41, Grosvenor-square - - -	100
22 10	Anderson, John - -	esquire -	1, Euston-place - - -	15
112 10	Archibald, Charles Dickson -	esquire, F.H.S. -	York-terrace, Regent's Park - -	75
22 10	Anderson, Thomas William -	esquire -	Stanford Cottage, East Old Kent-road -	15
30 -	Atkins, John - -	esquire -	5, White Hart-court, Lombard-street -	20
22 10	Ashbee, John - -	esquire -	Cirencester - - -	15
150 -	Alston, James - -	esquire -	18, Bryanstone-square - - -	100
75 -	Anderson, John Henry -	esquire -	80, Cornhill - - -	50
15 -	Allen, John - -	esquire -	Hanover House, Bath - - -	10
75 -	Atkinson, George - -	esquire -	28, Upper Temple-street, Dublin -	50
22 10	Annesley, Andrew - -	esquire -	Axbridge, Somerset - - -	15
75 -	Archer, Thomas Meredith -	esquire -	Leinster Chambers, Dame-street, Dublin -	50
-	Ainsworth, Talbot - -	esquire -	Warrington, Lancashire - - -	40
30 -	Armstrong, James - -	esquire -	13, Upper Mount Pleasant Avenue, Dublin -	20
300 -	Alison, Robert Edward -	esquire -	4, New Broad-street - - -	200
150 -	Abercrombie, John - -	esquire -	25, Kensington-square - - -	100
75 -	Atkinson, David Fletcher -	esquire -	Liverpool - - -	50
75 -	Amos, Thomas Jervis -	esquire -	50, York-street, Portman-square - -	50
15 -	Alger, John - -	esquire -	Briton Side, Plymouth - - -	10
45 -	Adams, Alexander Maxwell -	esquire, M.D. -	23, St. Patrick's-square, Edinburgh -	30
15 -	Acton, Thomas Lowe - -	esquire -	Nottingham - - -	10
30 -	Ashley, William - -	esquire -	St. Helen's Glashull, Kingstown, Dublin -	20
45 -	Andrews, William - -	esquire -	41, Moorgate-street - - -	30
22 10	Adcock, William Thompson -	esquire -	Folkstone - - -	15
-	Arnold, Augustus Walter -	esquire -	31, Golden-square, London - - -	50
15 -	Allen, Richard - -	esquire -	Elmville, Wexford - - -	10
37 10	Archer, Charles Palmer, junr. -	esquire -	3, Molesworth-street, Dublin - - -	25
37 10	Archer, Eliza - -	spinster -	Mount John Newton, Mount Kennedy, county Wicklow.	25
30 -	Atkins, Rev. William - -	clerk -	Trinity College, Dublin - - -	20
30 -	Armstrong, George - -	esquire -	38, Upper Mount-street, Dublin - -	20
15 -	Allen, Benjamin - -	esquire -	Wexford - - -	10
15 -	Allen, Robert - -	esquire -	Wexford - - -	10
30 -	Arundell, Charles Murray -	esquire -	32, Charlemont-street, Dublin - -	20
30 -	Abbott, John - -	esquire -	20, William-street, Dublin - - -	20
30 -	Anthony, Michael Arthur -	esquire -	108, Stephen's Green, West, Dublin -	20
15 -	Abbott, Charles - -	esquire -	25, Adam-street, Manchester-square -	10
150 -	Archer, Graves Chauncey -	esquire -	Mount John Newton, Mount Kennedy, county Wicklow.	100
75 -	Atkinson, Frederick Henry -	esquire -	Barnard Castle, Yorkshire - - -	50
150 -	Atkinson, Richard - -	esquire -	Kirkby Lonsdale, Westmoreland - -	100
75 -	Ardagh, William Marchant -	esquire -	Waterford - - -	50
7 10	Addison, Mr. John - -	gentleman -	Gosford, Haddington - - -	5
150 -	Acton, Colonel William - -	M.P. -	36, Jermyn-street - - -	100
207 -	Alston, James - -	esquire -	18, Bryanstone-square - - -	138
-	Alexander, John - -	esquire -	Milford, near Carlow - - -	75
45 -	Armstrong, George - -	esquire -	38, Upper Mount-street, Dublin -	30
-	Alexander, John - -	esquire -	Milford House, near Carlow - - -	75
-	Alston, James - -	esquire -	18, Bryanstone-square - - -	40
75 -	Barnewall, Henry Charles -	esquire -	5, Upper Vernon-street, Pentonville -	50
75 -	Burgess, William Henry -	esquire -	Temples Park, near Hampstead - -	50
45 -	Brown, James Miller - -	esquire -	27, Basinghall-street - - -	30
300 -	Barlow, Frederick Pratt, junr. -	esquire -	17, Rutland-gate, Hyde Park - - -	200
37 10	Badham, James Billings -	esquire -	Bristol - - -	25
75 -	Burton, John - -	esquire -	122, Bishopsgate-street Within - -	50
150 -	Beke, Charles Tilstone - -	esquire -	32, Lombard-street - - -	100
150 -	Bigge, Charles Richard - -	esquire -	19, Bryanstone-square - - -	100
300 -	Barlow, George Edward Pratt -	colonel -	8, Leonard-place, Kensington - - -	200
75 -	Bowring, Dr. John - -	M.P. -	1, Queen-square, St. James's Park -	50
45 -	Brooke, William Langley -	esquire -	Great Western Railway Office, Paddington -	30
150 -	Boyle, James - -	esquire -	Middle Temple - - -	100
37 10	Briggs, William - -	esquire -	Swan-street, Briggate, Leeds - - -	25
60 -	Brooke, James Williamson -	esquire -	Morning Herald Office, Shoe-lane - -	40
150 -	Burl, Charles - -	esquire -	19, Bridge-street, Blackfriars - -	100

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
45 -	Bell, John Henry - - -	esquire -	98, Hatton Garden - - - -	30
—	Braund, William - - -	esquire -	Hitchin, Herts - - - -	20
—	Braund, William Henry - -	esquire -	Hitchin, Herts - - - -	20
300 -	Barlow, Henry Pratt - - -	esquire -	24, Kensington-square - - -	200
75 -	Bayley, Alfred - - -	esquire -	Lothbury - - - -	50
—	Bowden, James - - -	esquire -	10, Whitehall - - - -	30
112 10	Blyth, Anthony - - -	esquire -	Holme-next-the-Sea, Lynn - -	75
87 10	Brown, James - - -	esquire -	North and South Wales Bank, Liverpool	25
22 10	Boddy, Gill - - -	esquire -	North-street, Leeds - - -	15
30 -	Bush, John Alderton - - -	esquire -	4, Chester-terrace, Eaton-square	20
22 10	Boulter, Edward - - -	esquire -	11, Queen-street, Cheapside - -	15
75 -	Bourdillon, Charles - - -	esquire -	9, Old-square, Lincoln's Inn - -	50
—	Brooks, Charles Shirley - -	esquire -	13, Percy-street, Bedford-square	25
37 10	Benson, John - - -	esquire -	Park Place Villa, Maida Hill - -	25
150 -	Baldwin, Charles Barry - -	esquire, M.P. -	6, Parliament-street - - -	100
22 10	Bruce, William - - -	esquire -	15, South Molton-street, Grosvenor-square	15
15 -	Bishop, John - - -	esquire -	6, Bishopsgate-street Within - -	10
—	Brooke, Thomas - - -	esquire -	19, Salisbury-street, Edinburgh	20
15 -	Bowen, Michael - - -	esquire -	Southampton - - - -	10
75 -	Baker, Thomas - - -	esquire -	29, Spring Gardens, London - -	50
22 10	Bunyan, James - - -	esquire -	29, Earl-street, Finsbury - - -	15
—	Bates, H. W. - - -	esquire -	9, Cleveland-row, St. James's -	50
120 -	Burmester, John - - -	esquire -	6, Oxford-square, Hyde Park - -	80
60 -	Burcham, Merrick Buchan - -	esquire -	47, Bedford-row - - - -	40
150 -	Banks, Robert - - -	esquire -	Prior Park, Clonmel - - - -	100
30 -	Bride, Edward - - -	esquire -	Broomfield, Ashford, county Wicklow	20
—	Berkeley, Thomas Henry - -	esquire -	Clifton, near Bristol - - -	80
—	Bontern, John Pitt, junr. - -	esquire -	Windham Club, St. James'-square	50
75 -	Bruce, David Gregory - - -	esquire, M.D. -	Stratford-on-Avon, Warwickshire	50
—	Bruce, William - - -	esquire -	Hoddesdon, Herts - - - -	15
15 -	Bentley, Thomas - - -	esquire -	Stubbing House, near Hebden Bridge	10
112 10	Barnes, Edward Samuel - -	esquire -	Wells, Somerset - - - -	75
30 -	Barnard, Thomas Bond - -	esquire -	51, Lincoln's Inn Fields - - -	20
120 -	Beadon, William Frederick - -	esquire -	11, John-street, Berkeley-square	80
150 -	Biron, the Rev. Edwin - - -	clerk -	Lympne Vicarage, Hithe, Kent - -	100
150 -	Boyce, Joseph - - -	esquire -	Upper Mount-street, Dublin - -	100
10 10	Brannan, Mathew - - -	esquire -	4, Merriem-row, Dublin - - -	7
60 -	Barnardo, John Michael - -	esquire -	4, Dame-street, Dublin - - -	40
45 -	Buckland, George - - -	esquire -	157, Fenchurch-street - - -	30
112 10	Bell, Edward - - -	esquire -	College for Civil Engineers, Putney	75
37 10	Brittain, Charles - - -	esquire -	Harrington Chambers, 24 North John-street, Liverpool.	25
—	Blackburn, Henry W. - - -	esquire -	Bradford, Yorkshire - - - -	25
—	Braund, Richard - - -	esquire -	Hitchin, Herts - - - -	10
—	Bryden, James - - -	esquire -	290, Regent-street - - - -	50
45 -	Borrow, William - - -	esquire -	3, Lovett's Quay, Cork - - -	30
—	Boewick, Charles F. - - -	esquire -	Yeovil, Somerset - - - -	10
30 -	Burgess, Henry William - -	esquire -	26, Charles-street, St. James's -	20
75 -	Blinkhorn, John - - -	esquire -	Gloucester - - - -	50
37 10	Barnes, Thomas - - -	esquire -	Lion Cottage, Cumberland-road, Bristol	25
150 -	Burroughs, Lewis - - -	esquire -	59, Davies-street, Berkeley-square	100
120 -	Buist, Richard - - -	esquire -	South Mall, Cork - - - -	80
75 -	Byrne, Dudley - - -	esquire -	13, King William-street, Strand -	50
225 -	Broke, Sir A. De Capell - -	bart. -	Ahadoe House, near Youghal - -	150
30 -	Bowen, Alfred Platoff Stratton	esquire -	16, Toxteth-street Park, Liverpool	20
22 10	Bellot, William Henry - - -	esquire -	The Churchgate, Stockport, Cheshire	15
30 -	Boss, Isaac Abraham - - -	esquire -	Bury-street, City - - - -	20
112 10	Boyle, James - - -	esquire -	Middle Temple - - - -	75
—	Barton, Alfred Broderick - -	esquire -	Park House, Sligo - - - -	40
15 -	Badham, S. W. - - -	esquire -	30, Broad-street, Bristol - - -	10
—	Bromley, Charles - - -	esquire -	Stone, Staffordshire - - - -	25
—	Burke, James St. George - -	esquire -	44, Parliament-street - - -	150
—	Bell, George - - -	esquire -	Soho Ironworks, Bolton - - -	20
22 10	Bennett, William Morgan - -	esquire -	Melrose Villa, White Ladies, West Clifton	15
30 -	Brunker, Robert Burrows - -	esquire -	Ballybla, Wicklow - - - -	20
150 -	Burge, Robert Essex - - -	esquire -	28, Upper Bagot-street, Dublin -	100
112 10	Buckley, Robert Orford - -	esquire -	9, Suffolk-place, Pall-mall - -	75
30 -	Bensusan, Thomas - - -	esquire -	27, Austin Friars - - - -	20
45 -	Brown, Richard Thornton - -	esquire -	60, Old Broad-street - - - -	30
75 -	Brown, Thomas - - -	esquire -	9, Bowhill-terrace, Brixton - -	50
37 10	Bradley, Thomas William - -	esquire -	52, Aldermanbury - - - -	25
15 -	Bellerly, James - - -	esquire -	4, Seymour-place, Stapleton-road, Bristol	10
150 -	Benson, Starling - - -	esquire -	Swansea - - - -	100
800 -	Barlow, James Pratt - - -	esquire -	Pauls' Chain, Doctors' Commons -	200
30 -	Bowen, John - - -	esquire -	Aberavon, Glamorganshire - - -	20
75 -	Bevan, Evan - - -	esquire -	Cwm Avon Glamorganshire - - -	50

Amount paid up.	N A M E. of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
—	Brown, Joseph - - -	esquire -	Kirk-lane, Yeadon, near Leeds - - -	15
75 -	Berridge, Edward Christian - -	esquire -	King's-road, Windsor - - -	50
45 -	Brady, Cheyne - - -	esquire -	Leinster-chambers, Dublin - - -	30
60 -	Bunbury, Lieut. Geo. Benja. - -	M. N. -	7, Portland-place, Leamington - - -	40
30 -	Baily, John and Henry - - -	esquires -	Clonmel - - -	20
15 -	Baker, Alfred - - -	esquire -	16, Castle-green, Bristol - - -	10
15 -	Byrne, Peter - - -	esquire -	4, Digges-street, Dublin - - -	10
15 -	Blundell, Henry - - -	esquire -	1, Washington-place, Royal Canal, Dublin - -	10
30 -	Broderick, Edward - - -	esquire -	Stephens-green Club, Dublin - - -	20
45 -	Brookes, Thomas - - -	esquire -	Tewkesbury, Gloucestershire - - -	30
60 -	Boyce, Joseph Bradell - - -	esquire -	52, Upper Mount-street, Dublin - - -	40
15 -	Brand, Lieut. Charles - - -	R. N. -	Canal House, Bath - - -	10
60 -	Byrne, William - - -	esquire -	Clonmel - - -	40
22 10	Beere, Richard - - -	esquire -	2, Aungier-street, Dublin - - -	15
22 10	Burne, William Wood - - -	esquire -	2, Aungier-street, Dublin - - -	15
7 10	Bartlett, Edwin Thomas - - -	esquire -	Plymouth - - -	5
150 -	Beare, Captain W. Gabbett - - -	captain -	6, Porchester-place, Connaught-square - -	100
75 -	Bride, Arthur Stanley - - -	esquire -	Broomfield, Ashford, county Wicklow - -	50
15 -	Bedford, James Bygott - - -	esquire -	Grove-terrace, Leeds - - -	10
15 -	Badham, The Rev. Leslie - - -	clerk -	Gorey, Ireland - - -	10
60 -	Boswell, James - - -	esquire -	28, Bachelors-walk, Dublin - - -	40
75 -	Bryan, Loftus Anthony - - -	esquire -	27, Pembroke-road, Dublin - - -	50
45 -	Barry, James Joseph - - -	esquire -	2, South-mall, Cork - - -	30
—	Brooke, Samuel - - -	esquire -	35, St. Mark-street, Woodhouse, Leeds - -	10
60 -	Barclay, John - - -	esquire -	7, Jeffrey's-square - - -	40
—	Broadbent, John - - -	esquire -	Earl-street, Bradford, Yorkshire - - -	10
—	Buckton, Joseph - - -	esquire -	Leeds - - -	10
—	Blake, Charles - - -	esquire -	Potternewton, near Leeds - - -	10
60 -	Bayley, Francis - - -	esquire -	St. George's-terrace, Hyde-park - - -	40
22 10	Black, James Alexander - - -	esquire -	York-road, Wakefield - - -	15
75 -	Boswell, John Knight - - -	esquire -	New Brighton, Monkstown, Ireland - - -	50
30 -	Bayley, Henry Lambert - - -	esquire -	Rathfarnum, county Dublin - - -	20
30 -	Basham, George - - -	esquire -	7, Staple-inn, Holborn - - -	20
45 -	Belchin, Henry Nathaniel - - -	esquire -	The Clarendon Hotel, New Bond-street - -	30
7 10	Bush, Miss Harriet Emma - - -	spinster -	Bradford, Wilts - - -	5
150 -	Baldwin, Charles Barry - - -	esquire, M. P. -	6, Parliament-street - - -	100
75 -	Beville, Henry - - -	esquire -	Edmonscote Manor-house, Warwick - -	50
120 -	Banks, Robert - - -	esquire -	Clonmel - - -	80
37 10	Bayly, Edward Symes - - -	esquire -	Ballyarthur, Rathdrum, county Wicklow - -	25
15 -	Beamish, Charles - - -	esquire -	London and Westminster Bank - - -	10
15 -	Brun, John Walter - - -	esquire -	Slade, Fethard, county Wexford - - -	10
150 -	Butler, Sir Thomas - - -	bart. -	Bullin Temple, Tullow, county Carlow - -	100
75 -	Brownrigg, Robert - - -	esquire -	Norris-mount, Camolin, Wexford - - -	50
37 10	Byrne, Joseph James - - -	esquire -	10, Lower Mount-street, Dublin - - -	25
15 -	Bevan, William - - -	esquire, M. D. -	5, Epworth-terrace, Dublin - - -	10
7 10	Bourke, Joseph - - -	esquire -	Bray, county Wicklow - - -	5
15 -	Bookey, William Trulock - - -	esquire -	Derrybane, Rathdrum - - -	10
7 10	Bayly, Edward - - -	esquire -	Ballyarthur, county Wicklow - - -	5
45 -	Belton, Dixon Shaw - - -	esquire -	Bank of Ireland Office, Ballinasloe - - -	30
75 -	Bunn, Charles Meredith - - -	esquire -	Rathfarnum, county Dublin - - -	50
75 -	Barrett, Joseph - - -	esquire -	13, King William-street, Strand - - -	50
45 -	Benison, William - - -	esquire -	6, Upper Pembroke-street, Dublin - - -	30
15 -	Bradshaw, John Webb - - -	esquire -	4, De Grey-terrace, Haddington-road, Dublin -	10
30 -	Byrne, Patrick - - -	esquire -	6, King's-street, Stephens-green, Dublin - -	20
30 -	Belcher, Vere Essex - - -	esquire -	42, Dame-street, Dublin - - -	20
45 -	Butler, Luke - - -	esquire -	Christchurch-place, Dublin - - -	30
45 -	Burke, George - - -	esquire -	42, Dame-street, Dublin - - -	30
120 -	Beresford, William - - -	esquire -	Cork - - -	80
15 -	Brooke, George William - - -	esquire -	Grange-place, Hoxton - - -	10
150 -	Barrington, John - - -	esquire -	Wexford - - -	100
75 -	Ball, John William - - -	esquire -	12, Fitzwilliam-square, East, Dublin - -	50
75 -	Belcher, George Benjamin - - -	esquire -	32, Surrey-street, Strand - - -	50
37 10	Badham, Edward - - -	esquire -	Phibsboro'-road, Dublin - - -	25
—	Bremmer, Alexander - - -	esquire -	Cork - - -	80
150 -	Buist, Richard - - -	esquire -	South-mall, Cork - - -	100
45 -	Blood, Neptune - - -	esquire -	5, Lower Ormond-quay, Dublin - - -	30
120 -	Boland, F. Parsons - - -	esquire -	Pembroke, Cork - - -	80
45 -	Butler, Robert - - -	esquire -	65, Dame-street, Dublin - - -	30
—	Beresford, Colonel Marcus - - -	colonel -	Buck-hill, Cork - - -	50
105 -	Ball, William Shirley - - -	esquire -	60, Harcourt-street, Dublin - - -	70
37 10	Barlow, Mrs. Mary - - -	widow -	Hoeyfield, Delgany - - -	25
75 -	Boyce, James W. - - -	esquire -	73, Lower Baggott-street, Dublin - - -	50
30 -	Barnes, Philip - - -	esquire -	Norwich - - -	20
9 -	Brun, Walter - - -	esquire -	Slade, Fethard, county Wexford - - -	6

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
150 -	Barnwall, Henry - -	esquire -	Henrietta-street, Covent-garden - -	100
4 10	Beatty, Robert - -	esquire -	Mullingar, Ireland - -	3
45 -	Beamish, North Ludlow - -	esquire -	Ballincurragh, near Cork - -	30
75 -	Blinkhorn, William - -	esquire -	1, Chapel-place, Cheltenham - -	50
45 -	Butler, John - -	esquire -	Clonmel - -	30
80 -	Browne, Edward - -	esquire -	Liverpool - -	20
80 -	Bennett, Samuel - -	esquire -	26, North John-street, Liverpool - -	20
80 -	Browne, John - -	esquire -	135, London-road, Liverpool - -	20
75 -	Butler, Richard Pierce - -	esquire -	Ballia Temple, Tullow - -	50
45 -	Barron, Pierce Newport - -	esquire -	Grange Lodge, Waterford - -	30
150 -	Barnwall, Thomas - -	esquire -	Henrietta-street, Covent-garden - -	100
-	Benson, Starling - -	esquire -	Swansea - -	100
267 -	Barlow, Frederick Pratt - -	esquire -	Kensington - -	178
150 -	Beresford, William - -	major, M.P. -	77, Pall-mall - -	100
-	Barrington, Viscount - -	M. P. -	20, Cavendish-square - -	138
45 -	Barry, Michael - -	esquire -	19, Surrey-street, Strand - -	30
150 -	Birch, James N. F. - -	esquire -	Parliament Office, House of Lords - -	100
37 10	Barton, John - -	esquire -	48, Mary-street, Dublin - -	25
30 -	Bensusan, Thomas - -	esquire -	27, Austin Friars - -	20
37 10	Cope, Frederick Charles - -	esquire -	21, Langham-place, Regent's-park - -	25
37 10	Cocking, Thomas - -	esquire -	19, Great Portland-street - -	25
37 10	Campbell, William - -	esquire -	Paddington - -	25
-	Crawford, John L. - -	esquire -	10, Euston-place, Euston-square - -	30
150 -	Clarke, Richard - -	esquire -	17, Kensington-square - -	100
37 10	Crane, William Camp - -	esquire -	13, Leicester-place, Leicester-square - -	25
150 -	Codd, Edward Septimus - -	esquire -	Fludyer-street, Westminster - -	100
-	Cook, George - -	esquire -	25, Gloucester-road, Hyde-park-gardens - -	-
37 10	Clinton, Charles Pelham P. - -	lord -	17, Portman-square - -	25
37 10	Cox, George - -	esquire -	128, Holborn-hill - -	25
37 10	Connolly, William Edwin - -	esquire -	37, Thayer-street, Manchester-square - -	25
15 -	Cole, William R. - -	esquire -	45, Parliament-street - -	10
60 -	Cullen, William Henry - -	esquire, M. D. -	Sidmouth - -	40
-	Campbell, William Archibald - -	esquire -	35, Great Portland-street, Oxford-street - -	50
37 10	Chatfield, Charles - -	esquire -	Croydon, Surrey - -	25
-	Capper, Ralph - -	esquire -	Park-road, Liverpool - -	25
-	Concanen, Alfred Cottrell - -	esquire -	40, Baker-street, Lloyd-square - -	25
22 10	Copley & Reid - -	esquires -	24, Gaildford-street, Leeds - -	15
15 -	Clarke, P. C. - -	esquire -	Devon and Cornwall Bank, Devonport - -	10
30 -	Cairness, Thomas - -	esquire -	Cardiff - -	20
-	Concanen, E. - -	esquire -	73, Gloucester-place, Kentish-town - -	15
45 -	Clowes, Ellis - -	esquire -	Temple - -	30
30 -	Chapman, Henry - -	esquire -	33, South Castle-street, Liverpool - -	20
30 -	Curtis, Patrick - -	esquire -	9, Fitzwilliam-square, South, Dublin - -	20
37 10	Coxwell, Richard - -	esquire -	12, Richmond-terrace, Haymarket - -	25
75 -	Carlyon, Thomas S. - -	clerk -	Wadebridge, Cornwall - -	50
-	Courtenay, Charles Baron - -	esquire -	Leeds, Yorkshire - -	10
75 -	Christie, Alexander - -	esquire -	Muirkirk - -	50
78 -	Courtown - -	earl of -	Courtown - -	52
30 -	Colhoun, James - -	esquire -	75, Westbourne-terrace, Hyde-park - -	20
7 10	Copinger, Richard John - -	esquire -	2, Camden-place, Cork - -	5
30 -	Carrish, Richard - -	esquire -	Suir Island, Clonmel - -	20
75 -	Castel, John - -	esquire -	Clonmel - -	50
60 -	Cusach, Finlay William - -	esquire -	56, Lower Camden-street, Dublin - -	40
15 -	Croshaw, Cornelius - -	esquire -	59, Briggate, Leeds - -	10
-	Campbell, Mrs. Julia - -	widow -	26, Upper Rathmine, Dublin - -	6
15 -	Carroll, James - -	esquire -	98, Quay, Waterford - -	10
30 -	Chapman, John Kemble - -	esquire -	Ivy House, Brixton-rise, Brixton - -	20
75 -	Campbell, John, jun. - -	esquire -	58, Upper Sackville-street, Dublin - -	50
15 -	Condell, James W. - -	esquire -	Waterford - -	10
15 -	Collins, Benjamin - -	esquire -	2, Henrietta-street, Waterford - -	10
30 -	Chayton, Joseph - -	esquire -	Clonmel - -	20
22 10	Cooke, George Wingrove - -	esquire -	9, Inner Temple-lane - -	15
30 -	Croft, Charles Herbert - -	esquire -	Newport, Monmouthshire - -	20
60 -	Cash, William - -	esquire -	39, Wood-street, London - -	40
112 10	Copeman, William Withers - -	esquire -	North Wilts Bank, Devizes - -	75
75 -	Crompton, Thomas - -	esquire -	39, Lothbury - -	50
45 -	Clement, John Turner - -	esquire -	44, West Strand - -	30
60 -	Court, Major Henry - -	esquire -	Castlemans, near Maidenhead - -	40
75 -	Coke, Henry Simmons - -	esquire -	Neath - -	50
75 -	Colley, Thomas Graham - -	esquire -	Portland-square, Plymouth - -	50
30 -	Curme, John A. - -	esquire -	Radepole, Weymouth - -	20
75 -	Copland, Alfred - -	esquire -	Chelmsford - -	50
30 -	Cooke, William - -	esquire -	4, Parnell-place, Dublin - -	20

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
22 10	Carlyon, John - - -	esquire -	St. Merryon, Padstow, Cornwall - - -	15
45 -	Cullimore, Henry J. - - -	esquire -	2, Richmond-hill, Rathmine, Dublin - - -	30
150 -	Carr, John - - -	esquire -	10, St. James's-place, St. James's - - -	100
30 -	Cochrane, W. W. - - -	esquire -	184, Park-lane, Liverpool - - -	20
15 -	Clunie, Daniel - - -	esquire -	3, Nicholas-street, Chester - - -	10
75 -	Clarkson, W. G. - - -	esquire -	7, Bell-yard, Doctors' Commons - - -	50
60 -	Calland, Frederick - - -	esquire -	39, Hertford-street, May Fair - - -	40
30 -	Curtis, Patrick - - -	esquire -	9, Fitzwilliam-square, South, Dublin - - -	20
45 -	Capper, George - - -	esquire -	17, Salisbury-street, Strand - - -	30
30 -	Clarke, Charles Elphick - - -	esquire -	10, Catmore-street, Gravesend - - -	20
15 -	Clinton, R. P. - - -	lord -	Clumber, Worksopp, Notts - - -	10
37 10	Chubb, Charles Frederick - - -	esquire -	4, Raymond-buildings, Gray's-Inn - - -	25
37 10	Cusach, Henry S. - - -	esquire -	27, Bernard-street, Russell-square - - -	25
15 -	Clark, William Charles - - -	esquire -	9, Bell-yard, Gracechurch-street - - -	10
30 -	Coates, John - - -	esquire -	4, Lover-street, Manchester - - -	20
37 10	Clinch, John - - -	esquire -	Exeter - - -	25
30 -	Colville, Augustus A. - - -	clerk -	Bury St. Edmund's, Suffolk - - -	20
30 -	Cardwell, Henry Edward - - -	esquire -	Chereton-house, near Folkstone - - -	20
37 10	Chester, Edward William - - -	esquire -	1, Providence-place, Kennington - - -	25
37 10	Cobb, William, jun. - - -	esquire -	Margate - - -	25
37 10	Cook, Arthur Bott - - -	esquire -	Ipswich - - -	25
60 -	Camroux, Ferdinand F. - - -	esquire -	57, Doughty-street, Mecklenburgh-square - - -	40
45 -	Constable, Thomas - - -	esquire -	Barmouth, Merionethshire - - -	30
60 -	Collis, William Henry - - -	esquire -	104, New-street, Birmingham - - -	40
45 -	Cooke, Thomas - - -	esquire -	1, Gibraltar-row, Liverpool - - -	30
45 -	Cooper, Thomas - - -	esquire -	3, Cork-street, Liverpool - - -	30
75 -	Cobbold, John Chevalier - - -	esquire -	Ipswich - - -	50
45 -	Clinton, Thomas Pelham - - -	lord -	16, Carlton Villas, Maida Vale - - -	30
30 -	Chiswell, Thomas - - -	esquire -	130, Waterloo-place, Manchester - - -	20
150 -	Carew, Thomas - - -	esquire -	Ballinamora, Waterford - - -	100
45 -	Cormick, Edward - - -	esquire -	Irish Town, Clonmel - - -	30
105 -	Christmas, John William - - -	esquire -	6, Raymond-buildings, Gray's-Inn - - -	70
-	Coupland, Martin - - -	esquire -	21, Queen-square, Leeds - - -	40
45 -	Clark, Eliza - - -	spinster -	Hythe, Kent - - -	30
60 -	Crimer, William - - -	esquire -	Barnes, Surrey - - -	40
-	Claughton, Joshua - - -	esquire -	Yeadon-moor, near Leeds - - -	10
15 -	Cooney, John - - -	esquire -	8, Rathmines-mall, Dublin - - -	10
37 10	Clarke, Matthew - - -	esquire -	64, Abbey-street, Dublin - - -	25
7 10	Cooper, W. B. - - -	esquire -	Post-office, Clonmel - - -	5
30 -	Carrall, William Joseph - - -	esquire -	Waterford - - -	20
15 -	Cullimore, John - - -	esquire -	King-street, Waterford - - -	10
45 -	Carigan, Daniel - - -	esquire -	Waterford - - -	30
37 10	Cundy, John Capel - - -	esquire -	Ramsgate - - -	25
75 -	Camroux, Ferdinand F. - - -	esquire -	Waterford - - -	50
22 10	Carew, James - - -	esquire, M.D. -	Peter-street, Clonmel - - -	15
225 -	Coulson, William - - -	esquire -	2, Frederick's-place, Old Jewry - - -	150
-	Charlesworth, Charles - - -	esquire -	Spring-gardens, Bradford, Yorkshire - - -	15
150 -	Coates, Charles - - -	esquire -	3, Hatch-street, Dublin - - -	100
30 -	Collins, Thomas - - -	esquire -	12, Talbot-street - - -	20
45 -	Cashell, George - - -	esquire -	57, Abbey-street, Dublin - - -	30
30 -	Copinger, John - - -	esquire, M.D. -	5, Camden-place, Cork - - -	20
120 -	Costello, Lawrence Langley - - -	esquire -	Roseborough, Naas - - -	80
37 10	Copinger, W. R. - - -	esquire -	40, South Mall, Cork - - -	25
-	Cary, Patrick - - -	esquire -	Newtown, Artane, county Dublin - - -	8
-	Comming, John - - -	esquire -	58, Henry-street - - -	20
-	Cowley, William - - -	esquire -	4, Sandwith-street - - -	10
60 -	Chesterfield - - -	countess of -	Chesterfield-house, London - - -	40
45 -	Considine, P. - - -	esquire -	39, Eccles-street, Dublin - - -	30
45 -	Coleman, Thomas Delahoyd - - -	esquire -	Rathmines, Dublin - - -	30
45 -	Codd, Thomas - - -	esquire -	67, Great Britain-street, Dublin - - -	30
15 -	Cullen, Patrick James - - -	esquire -	16, Upper Dominick-street Dublin - - -	10
30 -	Cole, Edmund - - -	esquire -	Ballyphilip, Croom - - -	20
37 10	Clinton, Anthony Mark - - -	esquire -	Virginia, county Cavan - - -	25
15 -	Conry, Thomas - - -	esquire -	20, Lower Dominick-street, Dublin - - -	10
30 -	Coleman, Henry - - -	esquire -	8, Vine-street, Liverpool - - -	20
37 10	Cather, William, jun. - - -	esquire -	4, Garden-court, Temple - - -	25
150 -	Crewdson, Thomas - - -	esquire -	Liverpool - - -	100
30 -	Callaghan, James - - -	esquire -	Bray, county Wicklow - - -	20
75 -	Colthurst, Sir George C. - - -	bart. -	Ardmore, county Cork - - -	50
30 -	Carnegie, Bridbane - - -	esquire -	North Esk, Cork - - -	20
120 -	Carnegie, James - - -	esquire -	North Esk, Cork - - -	80
37 10	Cave, John - - -	esquire -	York-street, Cork - - -	25
-	Cary, John - - -	esquire -	Newtown, Artane, county Dublin - - -	5
150 -	Carr, Adam - - -	esquire -	Sidney-place, Cork - - -	100

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
150 -	Carr, Robert - - -	esquire -	Sidney-place, Cork - - -	100
150 -	Carr, William - - -	esquire -	Sidney-place, Cork - - -	100
15 -	Callaghan, Patrick - - -	esquire -	97, South Mall, Cork - - -	10
150 -	Carmichael, John - - -	esquire -	Riverstown-house, Cork - - -	100
30 -	Corcoran, Lawrence William - - -	esquire -	Enniscorthy - - -	20
300 -	Collins, William - - -	esquire, M.P. -	Warwick - - -	200
60 -	Carmichael, Sir James Robert - - -	baronet -	95, Oxford-terrace, Hyde-park - - -	40
7 10	Cooper, William B. - - -	esquire -	Post-office, Clonmel - - -	5
45 -	Cadogan, Charles - - -	esquire -	9, Park-road, Dalston - - -	30
112 10	Clarke, Thomas - - -	esquire -	Windsor - - -	75
150 -	Chaloner, Robert - - -	esquire -	Coollatten-Park, Trimahely, Ireland - - -	100
-	Clayton, Richard C. Browne - - -	esquire -	Carriekburn-Lodge, New Ross - - -	20
75 -	Chase, Morgan C. - - -	major -	31, Nottingham-place, Regent's-park - - -	50
150 -	Cubitt, Lewis - - -	esquire -	77, Great Russell-street - - -	100
-	Cameron, Charles - - -	esquire -	87, Princes-street, Edinburgh - - -	50
30 -	Crawford, Andrew - - -	esquire -	74, Leeson-street - - -	20
-	Chaytor, Joshua - - -	esquire -	Dublin - - -	50
45 -	Cremorne, Lady Augusta - - -	- - -	Dartrey, Coothill, Ireland - - -	30
60 -	Carmichael, John - - -	esquire -	Cork - - -	40
300 -	Conquest, John T. - - -	esquire, M.D. -	Finsbury-square - - -	200
7 10	Chowne, George - - -	esquire -	50, Dudley-grove, Paddington - - -	5
7 10	Campbell, William - - -	esquire -	Paddington - - -	5
75 -	Crosthwaite, John - - -	esquire -	Liverpool - - -	50
225 -	Dann, Henry - - -	esquire -	46, Duke-street, St. James's - - -	150
37 10	De Horne, Thomas - - -	esquire -	12, St. Helen's-place, Bishopsgate-street - - -	25
60 -	Davis, David John - - -	esquire -	2, Parliament-street - - -	40
300 -	Dombrain, Sir James - - -	K.B. -	Custom-house, Dublin - - -	200
112 10	Davies, John Stonehewer - - -	esquire -	Calvert's-buildings, Southwark - - -	75
-	Denton, John - - -	esquire -	West-street, Leeds - - -	25
30 -	Davis, Lawrence - - -	esquire -	114, Leadenhall-street - - -	20
75 -	Dalbiac, Henry Eardley Aylmer - - -	esquire -	10, Duke-street, St. James's - - -	50
75 -	Dalbiac, William Wilks - - -	esquire -	10, Duke-street, St. James's - - -	50
75 -	Delarn, David E. - - -	esquire -	32, New Bailey-street, Salford - - -	50
60 -	Dingley, R. - - -	esquire -	Launceston - - -	40
15 -	Doyle, James - - -	esquire -	Waterford - - -	10
30 -	Daniel, John - - -	esquire -	Manor, Waterford - - -	20
45 -	Davis, Edward - - -	esquire -	114, Leadenhall-street - - -	30
15 -	Downes, Edward - - -	esquire -	Waterford - - -	10
-	Davin, Holton - - -	esquire -	Clonmel - - -	25
22 10	Drury, Henry - - -	clerk -	Brunhill, near Chippenham - - -	15
37 10	D'Olier, Edmund - - -	esquire -	Eustace-street, Dublin - - -	25
45 -	Duggan, Cornelius - - -	esquire -	184, North-King-street, Dublin - - -	30
30 -	Doyle, Thomas - - -	esquire -	Cotham New Road, Bristol - - -	20
15 -	Daniell, Joseph - - -	esquire -	Clonmel - - -	10
45 -	Dufton, W. J. - - -	esquire -	Basinghall-street, Leeds - - -	30
30 -	Delatoice, Edmund - - -	esquire -	Athy-street, Carlow - - -	20
37 10	Dickinson, Thomas - - -	esquire -	121, Vine-street, Liverpool - - -	25
15 -	Doyle, Abel W. - - -	esquire -	Gorey - - -	10
30 -	Dawes, John - - -	esquire -	5, Whitecross-street, Plymouth - - -	20
75 -	Downes, H. - - -	esquire -	Thomas-street, Waterford - - -	50
45 -	Dwyer, John Daly - - -	esquire -	1, Salisbury-street, Strand - - -	30
-	Darling, William - - -	esquire -	47, Nicholson-street, Edinburgh - - -	75
30 -	Dixon, John - - -	esquire -	315, Oxford-street - - -	20
37 10	Delahunty, James - - -	esquire -	Waterford - - -	25
225 -	De Beauvoir, John Edmond - - -	baronet -	6, Connaught-place, Hyde-park - - -	150
37 10	Dawson, Henry - - -	esquire -	Drumartin Castle, Dublin - - -	25
15 -	Dooley, William - - -	esquire -	Ranelagh-street, Liverpool - - -	10
112 10	Dwyer, James - - -	esquire -	14, Mountjoy-square, East, Dublin - - -	75
22 10	De Yrigoyte, Joseph - - -	esquire -	14, Coleman-street - - -	15
150 -	Doyle, Charles Henry - - -	esquire -	Wells, Onlark, county Wexford - - -	100
45 -	Davidson, Thomas - - -	esquire -	39, Corn-market, Derby - - -	30
15 -	Draper, George - - -	esquire -	Her Majesty's Stationery-office, Buckingham Gate. - - -	10
52 10	Davies, Annie - - -	widow -	10, St. Michael's-square, Southampton - - -	35
-	De Fraine, Francis - - -	esquire -	Kjnieton, Herefordshire - - -	10
37 10	D'Arcy, Arthur - - -	esquire -	17, Chatham-street, Dublin - - -	25
150 -	Duncannon, Lord - - -	viscount -	3, Cavendish-square - - -	100
30 -	Doly, Thomas, junior - - -	esquire -	2, Upper Harley-street, Cavendish-square - - -	20
22 10	Dawson, A. - - -	esquire -	71, Old Broad-street - - -	15
225 -	Dundas, J. C. the Honourable - - -	M.P. -	Oran Catterick, Yorkshire - - -	150
30 -	Dickinson, John Richardson - - -	esquire -	66, Stephens-green, Dublin - - -	20
120 -	Denton, Henry - - -	esquire -	Lincoln's-Inn - - -	80
30 -	Downes, Edward - - -	esquire -	Waterford - - -	20
22 10	Devereux, George F. P. - - -	esquire, M. D. -	Ledbury, Herefordshire - - -	15
30 -	Day, Edward - - -	esquire -	81, Woodhouse-lane, Leeds - - -	20

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
45 -	Dally, John - - -	esquire -	St. Austell, Cornwall - - -	30
75 -	Davies, Samuel - - -	esquire -	44, High-street, Exeter - - -	50
75 -	Doyle, Thomas - - -	esquire -	Pitzwilliam Quay, King's-road, Dublin - - -	50
15 -	Dixon, William - - -	esquire -	Morley, near Leeds - - -	10
-	Denison, Joseph - - -	esquire -	Silver-lane, Yeadon, near Leeds - - -	10
-	Dwyer, Patrick - - -	esquire -	9, Haddington-road, Dublin - - -	50
112 10	Dickinson, R. D. - - -	esquire -	5, Storey's Gate, Westminster - - -	75
30 -	Donovan, Richard - - -	esquire -	Ballymore, Porttown, Camolin - - -	20
30 -	Donnelly, Patrick - - -	esquire -	Thurles - - -	20
15 -	Devereux, Maria - - -	widow -	Pansillipo, Monkstown - - -	10
30 -	Drake, Francis - - -	esquire -	3, Aston Quay, Dublin - - -	20
30 -	Dixon, Thomas - - -	esquire -	New Town Park Avenue, near Stillorgan - - -	20
-	Dixon, Richard - - -	esquire -	Abileme House, Stillorgan - - -	10
-	Duffy, John P. - - -	esquire -	6, Mount Pleasant Avenue, Dublin - - -	10
37 10	Darley, William Frederick - - -	esquire, LL.D. -	36, Bagot-street, Dublin - - -	25
15 -	Doyle, William - - -	gentleman -	5, Merrion-row, Dublin - - -	10
30 -	Dodd, James William - - -	esquire -	8 & 9, Smithfield, Dublin - - -	20
30 -	Dillon, Luke, jun. - - -	esquire -	7, Parliament-street, Dublin - - -	20
22 10	Dowling, John - - -	esquire -	Diamond-place, Rathmines - - -	15
7 10	Druebert, Theodore - - -	esquire -	Antrim Castle, Antrim - - -	5
60 -	Dawson, Charles H. - - -	esquire -	3, Bachelors-walk, Dublin - - -	40
60 -	De Lisle, Ferdinand - - -	esquire -	Russell House, Balham-hill - - -	40
150 -	Dorrington, James Thomas - - -	esquire -	41, Clarges-street - - -	100
15 -	D'Arcy, Patrick - - -	esquire -	Abbey-street - - -	10
7 10	Daniels, Thomas - - -	esquire -	8, Hereford-street, London - - -	5
45 -	Dennetry, Charles - - -	esquire -	1, Charlemont Mall, Dublin - - -	30
15 -	Deane, John St. George - - -	esquire -	Berkeley Forest, New Ross - - -	10
45 -	Dunne, James - - -	esquire, A.B. -	5, Eccles-street, Dublin - - -	30
120 -	Donnellan, Hugh Stafford - - -	esquire -	Near Bray, county Wicklow - - -	80
30 -	Doyle, Walter - - -	esquire -	Bagot-street, Dublin - - -	20
150 -	Duff, Lionel - - -	esquire -	26, Grenville-street, Dublin - - -	100
150 -	Duff, Luke - - -	esquire -	26, Grenville-street, Dublin - - -	100
45 -	Darlington, John - - -	esquire -	Bradford, Yorkshire - - -	30
22 10	Davies, John David - - -	esquire -	7, Smith's-square, Westminster - - -	15
150 -	Doyne, Charles Henry - - -	esquire -	Wells, Gorey, county Wexford - - -	100
375 -	Doveton, Sir John - - -	Major-general, K. C. B. -	5, Sussex-place, Hyde Park - - -	250
30 -	Denett, John Phelps - - -	gentleman -	Alfred House, Bow - - -	20
-	Davies, David Arthur S. - - -	esquire, M.P. -	University Club, Pall Mall - - -	40
-	Dwyer, James - - -	esquire -	14, Mountjoy-square, Dublin - - -	400
375 -	Elphinstone, Howard - - -	esquire, M.P. -	19, Eaton-place, London - - -	250
225 -	Ede, John B. - - -	esquire -	Clayfield Lodge, Southampton - - -	150
105 -	Edlin, Peter Henry - - -	esquire -	4, Brick-court, Temple - - -	70
37 10	Evans, William Carpenter - - -	esquire -	Grand Hotel, Covent Garden - - -	25
75 -	Elliot, Thomas - - -	esquire -	2, Regent-square - - -	50
225 -	Ede, Henry - - -	esquire -	Clayfield Lodge, Southampton - - -	150
75 -	English, Henry - - -	esquire -	Woodside Lodge, Finchley Common - - -	50
75 -	Esmonde, Sir Thomas - - -	bart., M.P. -	Gorey - - -	50
22 10	Eyton, Beresford - - -	esquire -	7, Michaels-grove, Brompton - - -	15
112 10	Evans, Robert Mendham - - -	esquire -	Calverts-buildings, Southwark - - -	75
15 -	Evarard, Joseph - - -	esquire -	1, Queen-street, Huddersfield - - -	10
30 -	Enery, Bryan John - - -	esquire -	Clonmel - - -	20
37 10	Eades, Richard - - -	esquire -	67, William-street, Dublin - - -	25
-	Edwards, John - - -	esquire -	Chester - - -	40
7 10	Elickorne, Mrs. Mary Anne - - -	innkeeper -	Jump, near Plymouth, Devon - - -	5
30 -	Egan, Patrick - - -	esquire -	Clonmel - - -	20
30 -	Eagles, Ezra - - -	esquire -	Bedford - - -	20
15 -	Elliott, John - - -	esquire -	20, Manor-street, Waterford - - -	10
30 -	Elliott, Henry - - -	esquire -	Nunnery, Plymouth - - -	20
75 -	Edwards, Edward - - -	esquire -	Somerset House - - -	50
112 10	Ellicombe, John B. - - -	esquire -	Exeter - - -	75
75 -	Evans, Eyre - - -	esquire -	Liverpool - - -	50
75 -	Elsdale, Robinson Tunstall - - -	esquire -	2, Fig Tree-court, Temple - - -	50
45 -	Elliott, William - - -	esquire -	22, Harcourt-street, Dublin - - -	30
60 -	Eagle, George - - -	esquire -	16, Sirmott-place, Dublin - - -	40
45 -	Elliott, Robert - - -	esquire -	Stillorgan, county Dublin - - -	30
75 -	Evans, Mendham Freke - - -	esquire -	Clapham Rise - - -	50
7 10	Evans, George - - -	esquire -	Kilpedder, Delgany - - -	5
30 -	Eakins, Walter - - -	esquire -	Richmond House, Wexford - - -	20
15 -	Egan, Howard N. - - -	esquire -	Belleve, county Tipperary - - -	10
15 -	Evans, James - - -	esquire -	Kilcoole, Delgany - - -	10
60 -	Ellis, Thomas - - -	esquire -	Ellis's Hotel, St James's-street - - -	40
60 -	Ellis, Charles W. - - -	esquire -	1, Russell-court, Cleveland-row, St. James's - - -	40

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
—	Elgie, Frederick Thomas	esquire	Worcester	80
150 —	Emery, George	esquire	89, Norton-street, Portland-row	100
37 10	Elickorne, W. A.	esquire	Jump, near Plymouth	25
30 —	Evans, Robert Mendham	esquire	Calverton-buildings, Borough	20
15 —	Farren, William	gentleman	Buckingham Palace	10
112 10	Foord, J. B.	esquire	52, Old Broad-street	75
—	Fernie, Ebenezer	esquire	85, Cornhill	75
—	Foster, Mark	esquire	9, Tokenhouse-yard	50
—	Fynney, Frederick Adelphus	esquire	Manchester	60
15 —	Farren, James	esquire	Carlton Royal Mews, St. James's Park	10
45 —	Flinton, William Houghton	esquire	8, Miles-lane, Upper Thames-street	30
30 —	Flond, Thomas	esquire	5, Bedford-circus, Exeter	20
75 —	Ferguson, H.	esquire	48, Buchanan-street, Glasgow	50
15 —	Farren, Samuel	gentleman	Carlton Royal Mews, St. James's Park	10
22 10	Fryer, John	esquire	4, Small-street, Bristol	15
15 —	Fisher, George Thomas	esquire	24, Stanhope-street, Regent's Park	10
15 —	Forrest, Henry Lawrence	esquire	32, Dame-street, Dublin	10
15 —	Falkner, William	esquire	Clayton-street, Moss-lane, Manchester	10
22 10	Farrell, Nicholas	esquire	13, Queen-street, Dublin	15
37 10	Freeman, Charles	esquire	290, Regent-street	25
75 —	Fearon, S.	esquire	1, Gray's Inn-square	50
15 —	Forster, Matthew	esquire	Excise Office, Broad-street	10
120 —	Franklyn, George William	esquire	Bristol	80
112 10	Fowler, Henry Robert	clerk	7, Manchester-square	75
22 10	Fraser, Hugh	esquire	55, Castle-street, Aberdeen	15
45 —	Fagan, Christopher	esquire	9, Albion-street, Hyde Park	30
45 —	Farrell, Bridget	spinster	28, Upper Bagot-street, Dublin	30
—	Fisher, Ponsford	esquire	Plymouth	30
—	Forrester, William	esquire	6, St. Andrew's-square, Edinburgh	20
75 —	Franklin, Phineas	esquire	Shantalla, Galway	50
45 —	Forsyth, James	esquire	77, Corahill	30
15 —	Fenton, Richard	esquire	Leeds	10
75 —	Finegan, John, sen.	esquire	Merton, Surrey	50
37 10	Finegan, John, jun.	esquire	Hayden's place, Merton, Surrey	25
7 10	Furze, Alfred	esquire	8, Waterloo-place, Montpelier, Bristol	5
60 —	Fry, Richard	esquire	Bristol	40
60 —	Fry, Joseph	esquire	"	40
120 —	Fry, Francis	esquire	Bristol	80
30 —	Fripp, Samuel Charles	esquire	Bristol	20
37 10	Fryer, John	esquire	Wimborne, Dorset	25
—	Feeham, James	esquire	Carrickbeg-on-Suir	25
30 —	Foristal, William	esquire	11, Dublin-street, Clonmel	20
30 —	Fitzgerald, John	esquire, M.D.	Carrick-on-Suir	20
30 —	Fairelough, Henry	esquire	5, Mount Pleasant Cottages, Dublin	20
15 —	Fleming, W. H.	clerk, A.M.	Ballykane House, near Wicklow	10
60 —	Ferris, Josephus	esquire	11, Duncan-terrace, Islington	40
75 —	Fitzgerald, Peter	esquire	Inchbeg, Inniscarn, county Cork	50
30 —	Farren, William	esquire	Paddington	20
37 10	Fisher, John Hutton	clerk	Kirkby Lonsdale	25
4 10	Fowler, Thomas	esquire	Melverton, Balbriggan	3
30 —	Freeman, William	esquire	Enniscorthy, county Wexford	20
30 —	Forrest, John	esquire	208, Great Brunswick-street, Dublin	20
45 —	Frew, James Joseph	clerk	Seapoint, Blackrock, Dublin	30
—	Farley, James Lewis	esquire	Nelson-lane, Dublin	80
30 —	Furlong, W. A.	esquire	92, South Mall, Cork	20
60 —	Frew, John Geale	esquire	Summerville, Dundrum, county Dublin	40
60 —	Fottrell, Thomas	esquire	46, Fleet-street, Dublin	40
37 10	Fayle, William R.	esquire	8, Cape-street, Dublin	25
30 —	Fugion, Edward	esquire	Parkhurst Barracks, Isle of Wight	20
45 —	Frith, John Wharton	lieut.-col.	10, Haddington-road, Dublin	30
60 —	Finlay, Richard	esquire	Richmond Avenue, Dublin	40
150 —	Finlay, Thomas	esquire	79, Cambridge-terrace	100
112 10	Fitzsimon, Christopher	esquire	Glencallen, county Wicklow	75
60 —	Fisher, Joseph	esquire	Chippenham	40
300 —	Flood, W. D.	esquire	Farmley, Kilkenny	200
—	Findlay, Walter	esquire	12, Felters-row, Edinburgh	80
—	Fairbairn, James	esquire	Bank of Scotland, Edinburgh	20
30 —	Fairbairn, George Henry	esquire	25, Warriston-crescent, Edinburgh	20
60 —	Farquharson, Alexander	esquire	Hunter-square, Edinburgh	40
30 —	Fairbairn, George	esquire	St. Andrew-square, Edinburgh	20
30 —	Farrell, James B.	esquire	Wexford	20
37 10	Griffin, Edmund	esquire	10, Rathbone-place, London	25
75 —	Grant, James	esquire	127, Fleet-street	50

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£. s.				
60 -	Gaskell, Hugh	esquire	Coventry	40
45 -	Galbraith, John	doctor	22, Upper Eaton-street, Grosvenor-place	30
75 -	Gould, Nathaniel	esquire	4, Barge-yard, London	50
30 -	Gunter, Richard	esquire	Motcombe-street, Belgrave-square	20
750 -	Gill & Rundie	esquires	Tavistock	500
185 -	Gilbert, Henry	esquire	Devizes, Wilts	90
150 -	George, John	esquire	Cahone Point, county Wexford	100
45 -	Grubbe, T. M.	esquire	Clonmel	30
30 -	Garrard, George	esquire	Grove House, Redland, Bristol	20
15 -	Griffin, John	esquire	8, Catherine-street, Limerick	10
30 -	Graham, Benjamin	esquire	Waterford	20
30 -	Goode, William John	esquire	43, Lower Ormond-quay, Dublin	20
120 -	Geary, William J.	esquire, M.D.	58, George-street, Limerick	80
75 -	Griffin, William	esquire, M.D.	76, George-street, Limerick	50
90 -	Greenhill, Barclay	esquire	Stock Exchange	60
15 -	Grevill, Edward	esquire	Woodberry House, Redland, Bristol	10
37 10	Garrard, John	esquire	Queen-square, Bristol	25
75 -	Gould, Richard	esquire	White-street, City of Cork	50
30 -	Gilbert, George	esquire	Bromley, Kent	20
37 10	Gafney, Nicholas Marcus	esquire	Tralee	25
75 -	Gilbert, Thomas	esquire	Marden, near Devizes	50
-	Gunston, William	esquire	127, Piccadilly	15
15 -	Grant, James	esquire	12, Roxburgh-street, Edinburgh	10
37 10	Gilchrist, James Charles	esquire	55, Basinghall-street, City	25
150 -	Griffin, Sandiforth Fetherstone	esquire	2, Parliament-street, Westminster	100
-	Greaves, Jesse	esquire	Birmingham	5
15 -	Gill, John Henry	esquire	1, Lombard-street	10
60 -	Green, James	esquire	35, Castle-street, Dublin	40
15 -	Greenwood, William	esquire	Summerset-place, Horton, Bradford, York	10
15 -	Granger, Edward	esquire	Yeovil, Somerset	10
75 -	Gooch, Daniel	esquire	8, Warwick Villas, Paddington	50
22 10	Gillard, James Cape	esquire	6, Bark-place, Bayswater	15
-	Gross, George	esquire	Sudbury, Suffolk	20
300 -	Gill, Thomas	esquire, M.P.	Buckland Abbey	200
150 -	Grubbe, Thomas Hunt	esquire	Eastwell House, near Devizes	100
30 -	Grace, Richard	esquire	45, Capel-street, Dublin	20
30 -	Gammell, William	esquire	Victoria-place, Stonehouse, Devonport	20
15 -	Griffiths, William	esquire	Waterford	10
-	Goldingham, Herbert George	esquire	16, Waterloo-place, Pall Mall	40
15 -	Geraty, William	esquire	2, Old Church-street, Dublin	10
-	Grimstone, Abel	esquire	Newport, Monmouthshire	30
30 -	Garde, William	esquire	6, Stephens-green, Dublin	20
15 -	Gibbons, William	esquire	Treville-street, Plymouth	10
75 -	Gray, Moses Wilson	esquire	7, Upper Rutland-street, Dublin	50
75 -	Gray, John	esquire	17, Upper Buckingham-street, Dublin	50
-	Grimwood, Richard	esquire	4, Wesley-terrace, Clanbragel-street, Dublin	40
120 -	Gallini, John Andrew	esquire	6, Taunton-place, Regent's Park	80
75 -	Glescott, George	esquire	Valentia, Camolin	50
120 -	Gough, Percy	esquire	Glenconner, Clonmel	80
75 -	Glascoot, John	esquire	17, Leason-street, Dublin	50
75 -	Greene, John	esquire	Wexford	50
-	Green, Joseph	esquire	61, Merrion-street, Leeds	25
22 10	Gifford, Charles Symes	esquire	Tokey Lodge, county Dublin	15
37 10	Graves, James Perceval	esquire	12, Fitzwilliam-square, West, Dublin	25
75 -	Graves, Charles	esquire	12, Fitzwilliam-square, West, Dublin	50
15 -	Gibbins, John	esquire	Settle, Yorkshire	10
75 -	Goulding, William	esquire	Patrick-street, Cork	50
120 -	Greer, Alfred	esquire	Patrick-street, Cork	80
75 -	Gallway, Bryan	esquire	23, South Mall, Cork	50
-	Gried, Alfred	esquire	St. Patrick's-place, Cork	50
75 -	Graghran, John	esquire, M.D.	49, Upper Sackville-street, Dublin	50
60 -	Goslitt, William	esquire	20, Porchester-terrace, Bayswater	40
-	Green, Thomas	esquire	White Hart, Dale-street, Liverpool	20
75 -	Goulding, Henry Lionel	esquire	Royal Bank Buildings, Liverpool	50
300 -	Galwey, James	esquire	Glen Lodge, Clonmel	200
45 -	Greville, Henry	esquire	Hobart-place	30
75 -	Greene, John	esquire	Greenville, Waterford	50
75 -	Gower, Robert F.	esquire	13, Devonshire-place	50
-	Gillespie, Andrew	esquire	1, Lothian-road, Edinburgh	80
-	Gardner, John	esquire	8, West Newington-place, Edinburgh	40
-	Gillespie, John	esquire	4, St. John-street, Edinburgh	30
30 -	Guillon, John	esquire	Janefield place, Leith	20
474 -	Guest, Sir Josiah John	bart., M.P.	Spring Gardens	356
217 10	Galway, James	esquire	Glen Lodge, Clonmel	145

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
60 -	Gore, Charles - - -	honourable -	Woods and Forests, Whitehall-place - -	40
—	Gore, Robert - - -	honourable -	21, Wilton-crescent - - -	100
—	Gregory, W. H. - - -	esquire, M.P. -	Park-street, Grosvenor-square - - -	100
75 -	Geary, William J. - - -	esquire, M.D. -	58, George-street, Limerick - - -	50
112 10	Gernon, James - - -	esquire -	13, Conduit-street - - -	75
—	Goquel, W. F. - - -	esquire -	Edinburgh - - -	30
30 -	Hudden, George Frederik - - -	esquire -	21, Moorgate-street - - -	20
—	Harte, Patrick James - - -	esquire -	9, Manchester-street, Portman-square - -	75
207 -	Hayter, William Goodenough - - -	esquire, M.P. -	11, Hyde Park-terrace - - -	138
450 -	Hennet, George - - -	esquire -	16, Duke-street, Westminster - - -	300
30 -	Hews, Samuel - - -	esquire -	5, Belgrave-street, South, Pimlico - - -	20
37 10	Herman, George F. - - -	major -	6, Belgrave-street, South, Belgrave-square -	25
225 -	Hansard, Luke Henry - - -	esquire -	2, Kensington Garden-terrace, Hyde Park -	150
60 -	Henry, Michael - - -	esquire -	4, South-street, Finsbury - - -	40
75 -	Hancock, Charles - - -	esquire -	8, Halken-street, West, Belgrave-square -	50
150 -	Hancock, Sir Samuel - - -	knight -	Bretwell House, Oxfordshire - - -	100
45 -	Hill, Christopher - - -	esquire -	Great Western Railway, Swindon - - -	30
75 -	Hawkey, John Pullen - - -	esquire, M.D. -	29, Holles-street, Dublin - - -	50
37 10	Hooper, William - - -	esquire -	13, New City Chambers - - -	25
37 10	Hammond, C. C. - - -	esquire -	31, Rood-lane, Fenchurch-street - - -	25
75 -	Hunt, Edward - - -	esquire -	Liverpool - - -	50
135 -	Harris, Christopher - - -	esquire -	Naval Bank, Plymouth - - -	90
75 -	Hemming, James Webb - - -	esquire -	10, Whitehall - - -	50
—	Heath, William - - -	esquire -	Australian Chambers, 33, Gracechurch-street -	25
22 10	Horner, George - - -	esquire -	9, Orange-street, Bloomsbury - - -	15
150 -	Hasker, George Henry - - -	clerk -	3, Southwick-crescent, Hyde Park - - -	100
112 10	Hand, Robert - - -	esquire -	Richmond-green, Surrey - - -	75
30 -	Hutchinson, John - - -	esquire -	9, Lower Liffey-street, Dublin - - -	20
45 -	Hamilton, H. P. - - -	clerk -	Wath Rectory, near Ripon - - -	30
75 -	Hunt, Henry - - -	esquire, M.D. -	68, Brook-street, Hanover-square - - -	50
75 -	Hunt, Montague - - -	esquire -	10, Whitehall - - -	50
150 -	Hearn, Patrick - - -	esquire -	Clonmel - - -	100
22 10	Hammond, Charles - - -	esquire -	Loughborough-road, Brixton - - -	15
60 -	Harrison, Matthew - - -	esquire -	Bridge-street, Chester - - -	40
30 -	Hope, Ann - - -	- - -	60, Queen-street, Edinburgh - - -	20
60 -	Halfhead, Richard - - -	esquire -	Bedford - - -	40
45 -	Hamilton, George - - -	esquire -	84, Grafton-street, Dublin - - -	30
15 -	Hannington, J. C. - - -	esquire -	Monkstown, Ireland - - -	10
—	Harris, Edward William - - -	esquire -	Walton-on-Thames, Surrey - - -	20
30 -	Homand, Samuel - - -	esquire -	17, Trafalgar-row, Stoke, near Devonport -	20
150 -	Henry, William - - -	esquire -	15, Mountjoy-square, Dublin - - -	100
45 -	Harding, John - - -	esquire -	31, Lower Bagot-street, Dublin - - -	30
75 -	Heath, William - - -	esquire -	6, Seymour-place, Euston-square - - -	50
—	Hepburne, William Henry - - -	esquire -	2, Hamilton-terrace, St. John's Wood - -	20
22 10	Hart, Henry - - -	esquire -	5, Waterloo-crescent, Dover - - -	15
75 -	Harris, James - - -	clerk -	Parsonage, Spicer-street, Mile End, New Town	50
60 -	Heenan, James - - -	esquire -	King William-street, City - - -	40
112 10	Harvey, Daniel Whittle - - -	esquire -	Old Jewry - - -	75
—	Hartley, Richard - - -	esquire -	Knaresborough - - -	10
60 -	Hammer, Henry - - -	lieut.-col. -	7, Devonshire-place - - -	40
30 -	Hamill, William - - -	esquire -	4, D'Olier-street, Dublin - - -	20
—	Hayman, Henry William - - -	esquire -	Myrtle-street - - -	25
37 10	Hunter, Henry - - -	esquire -	Patrick-street, Cork - - -	25
—	Hancock, Alexander - - -	esquire -	1, Albion-place, Cumberland-road, Bristol -	20
45 -	Hutchins, George John - - -	esquire -	4, Freemantle-square, Bristol - - -	30
15 -	Henry, D. J. - - -	esquire -	25, South John-street, Liverpool - - -	10
112 10	Huxley, George Knight - - -	esquire -	122, Fleet-street - - -	75
15 -	Haynes, Thomas - - -	esquire -	Mansion-house - - -	10
75 -	Harris, Henry - - -	esquire -	28, Upper Southwick-street, Hyde Park -	50
30 -	Hand, John - - -	esquire -	84, Cheapside - - -	20
60 -	Harben, P. F. - - -	esquire -	12, Clement's Inn - - -	40
60 -	Harding, J. Wingfield - - -	esquire -	12, Cambridge-square - - -	40
15 -	Horne, Charles - - -	esquire -	51, Moorgate street - - -	10
37 10	Hammond, Munden - - -	esquire -	27, Lombard-street - - -	25
15 -	Holmes, James - - -	esquire -	15, Wilton-street, Belgrave square - - -	10
75 -	Hamilton, John - - -	esquire -	Peel-street, Toxteth Park, Liverpool - -	50
30 -	Howells, Henry Charles - - -	esquire -	Park-gate House, St. Michael's, Bristol -	20
15 -	Hammond, Adela - - -	spinster -	Doddington-grove, Kennington - - -	10
300 -	Hargreaves, William - - -	esquire -	Grange, near Milnthorpe - - -	200
30 -	Harrison, John - - -	esquire -	Wigan, Lancashire - - -	20
120 -	Heseltine, William - - -	esquire -	Stock Exchange - - -	80
30 -	Hay, James - - -	esquire -	2, Newgate-street - - -	20
75 -	Hawkins, W. W. - - -	esquire -	Alresford Hall, near Colchester - - -	50

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
75 -	Hart, John George	esquire	Stowmarket	50
—	Hobson, Frederick	esquire	Leeds	20
15 -	Haswell, John D.	esquire	6, Tavistock-place, Plymouth	10
37 10	Hegan, William	esquire	9, Whitehall-place	25
15 -	Hind, James	esquire	Kirkby Malhamdale, near Gargrave, Yorkshire	10
75 -	Heinekey, Robert	esquire	56, Upper Sackville-street, Dublin	50
75 -	Hunter, Archibald	esquire	94, Watling-street	50
75 -	Hogan, Mary	spinster	34, Thomas-street, Limerick	50
75 -	Hogan, A. A.	esquire	34, Thomas-street, Limerick	50
15 -	Hore, Samuel	capt., R.N.	Lambarton near Arklow, Wicklow	10
15 -	Higgs, Thomas	esquire	Whittingham, Preston Kirk	10
—	Hayes, William	esquire	8, St. Anne-street, Grafton-street, Dublin	15
—	Harrison, Robert	esquire	48, Hunslet-lane, Leeds	25
—	Harrison, Jacob	esquire	39, Mill-street, Leeds	25
—	Hirst, William	esquire	34, Rookingham-street, Leeds	10
37 10	Howell, Thomas Cosby	esquire	12, Leicester-street, Regent-street	25
15 -	Hamilton, Henry Foster	esquire	39, North Cumberland-street, Dublin	10
45 -	Hastings, John D.	clerk	Rectory, Trowbridge, Wilts	30
30 -	Hamilton, Francis C.	esquire	9, Whitehall-place, London	20
45 -	Harding, Robert	esquire	Custom-house, Dublin	30
45 -	Hornby, Edward	esquire	Custom-house, Dublin	30
22 10	Hamer, Thomas Grunsit	esquire	Wakefield	15
150 -	Hodgson, Henry	esquire	Ballyraine, Arklow	100
30 -	Higginbotham, Henry	esquire	15, Upper Sackville-street, Dublin	20
150 -	Hawkins, John	esquire	6, Henrietta-street, Dublin	100
30 -	Hawkins, Anthony	esquire	Balleycoursey, Enniscorthy	20
150 -	Hopper, William	esquire	Shanganagh, Bray	100
—	Holderness, Grenville	esquire	8, New High-street, Manchester	10
—	Houston, Lieut.-Col. Sir George	baronet	19, Chapel-street, Grosvenor-square	250
30 -	Hamilton, Henry Forster	esquire	24, South Frederick-street, Dublin	20
75 -	Hoey, Henry Bloomfield	esquire	Seapoint, Blackrock, Dublin	50
37 10	Hudson, George	esquire	Kildare-street Club, Dublin	25
30 -	Hayes, William	esquire	1, Clarence-place, Cork	20
60 -	Hore, Thomas	esquire	Fort George, N. B.	40
60 -	Hilliard, Frederick	esquire	20, William-street, Dublin	40
30 -	Hatchell, John	esquire	12, Merriam-square, South, Dublin	20
75 -	Hayes, Joseph	esquire	Clarence-place, Cork	50
150 -	Hyde, William	esquire	4, Richmond-place, Dublin	100
—	Higginbotham, Thomas	esquire	18, Upper Sackville-street, Dublin	20
—	Healey, Edward	esquire	13, Wellington-street, North	40
15 -	Holmes, T. V.	esquire	Stokes, Croft-house, Bristol	10
60 -	Higginbotham, Charles C.	esquire	24, Upper Merriam-street, Dublin	40
—	Herrick, Francis	esquire	Sydney-place, Cork	80
30 -	Hunter, David	esquire	Patrick-street, Cork	20
30 -	Hodder, John	esquire	Merchants-quay, Cork	20
75 -	Hignett, John	esquire	Office of Ordnance, Pall Mall	50
75 -	Holt, Thomas, Lyttleton	esquire	Royal Hill, Greenwich	50
22 10	Hennessy, B. J.	esquire	6, Grand Parade	15
30 -	Hill, Jonathan	esquire	39, Capel-street, Dublin	20
37 10	Hatchell, Ebenezer Hore	esquire	Holles-street, Dublin	25
15 -	Hannam, John	esquire	Deighton-house, Wetherby, Yorkshire	10
120 -	Hankey, Sir Frederick	colonel	30, Queen Anne-street, London	80
—	Hunt, William	esquire	10, Whitehall	50
30 -	Howard, John	esquire	Orchard-house, Blackwall	20
4 10	Hiatt, Charlotte	spinster	Mullingar, Ireland	3
150 -	Hume, William Wentworth F.	esquire	Hume Wood, county Wicklow	100
37 10	Holmes, Charles James	esquire	163, Fenchurch-street	25
112 10	Haddon, John	esquire	Leamington	75
75 -	Howard, Sir Ralph	baronet	17, Belgrave-square	50
112 10	Hoey, William Parsons	esquire	25, Leeson-street, Dublin	75
—	Hamilton, Edward Earle	esquire	St. James'-road, Liverpool	25
112 10	Hyde, John	esquire	29, Gresham-street, City	75
75 -	Hunt, Edmond	esquire	10, Whitehall	50
60 -	Hearn, Frances	widow	10, Nightingale-lane, Clapham	40
—	Hodges, R. M.	esquire	Caledonian-cottage, Clifton, Bristol	20
—	Hooper, Henry	esquire, M.D.	Cheltenham	80
37 10	Herton, John	esquire	23, Hanover-street, Edinburgh	25
—	Hope, Andrew	esquire	60, Queen-street, Edinburgh	20
37 10	Hanbury, J. B.	esquire	Leamington	25
37 10	Hughes, Robert	esquire	Ely-house, Wexford	25
22 10	Ince, Charles	esquire	3, Royal Opera Arcade, Pall Mall	15
22 10	Iron, William Johnson	esquire	2, Garway-road, Bayswater	15
22 10	Innes, Robert	esquire	Queen's Arms Hotel, Cheapside	15
22 10	Innes, James	esquire	Queen's Arms Hotel, Cheapside	15

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
37 10	Inglis, William - - -	esquire -	57½, Old Broad-street - - -	25
75 -	Isacke, Frederick James - -	esquire -	Army and Navy Club - - -	50
-	Inglis, William - - -	esquire -	13 and 14, Little Russell-street, Bloomsbury -	20
60 -	Inskipp, Henry - - -	esquire -	3, Seymour-place, New-road - -	40
75 -	Joseph, Burnett - - -	esquire -	King-street, Liverpool - - -	50
22 10	Johnson, William - - -	esquire -	Yarmouth - - -	15
-	Johnson, John Henry - - -	esquire, M.D. -	8, South Anne-street, Dublin - -	25
22 10	Jerdein, Michael - - -	esquire -	11, Lyons-terrace, Maida-hill - -	15
-	Jones, F. R., jun. - - -	esquire -	Huddersfield, Yorkshire - - -	20
60 -	Jones, Richard - - -	esquire -	1, Woodbine-place, Leeds - - -	40
15 -	Jones, Robert - - -	esquire -	5, Bishop-street, Dublin - - -	10
75 -	Jacomb, William - - -	esquire -	Huddersfield, Yorkshire - - -	50
30 -	Jones, Samuel - - -	esquire -	26, Stockbridge-terrace, Pimlico - -	20
30 -	John, George - - -	esquire -	25, Charlemont-street, Dublin - -	20
15 -	Jones, Henry - - -	esquire -	Neath, Glamorganshire - - -	10
-	Jones, George - - -	esquire -	Redland, Bristol - - -	75
30 -	Jacobs, Solarte Lewis - - -	esquire -	6, Dorset-street, Salisbury-square -	20
22 10	Justice, Charles - - -	esquire -	Collumpton, Devon - - -	15
30 -	Johnstone, Henry - - -	esquire -	Baker's-hill, Sheffield - - -	20
60 -	Josselyn, George - - -	esquire -	Ipswich, Suffolk - - -	40
15 -	Jackson, Thomas - - -	esquire -	Granby-street, Leicester - - -	10
75 -	Jones, John Edward - - -	esquire -	8, Cannon-row, Parliament-street -	50
15 -	Jones, William - - -	esquire -	George's-street, Waterford - - -	10
150 -	Jeffery, St. John - - -	esquire -	Blarney, near Cork - - -	100
15 -	Jacobs, George Henry - - -	esquire -	Wexford, Ireland - - -	10
30 -	Junor, Collin - - -	esquire -	26, Wesley-street, Liverpool - -	20
30 -	Johnson, Samuel - - -	esquire -	Wexford, Ireland - - -	20
30 -	Jones, Robert - - -	esquire -	5, South Windsor-street, Liverpool -	20
30 -	Jones, Frederick - - -	esquire -	Roehford, Enniscorthy - - -	20
30 -	Jackson, John James - - -	esquire -	Anna Villas, Collinswood - - -	20
15 -	John, George Andrews - - -	esquire -	25, Charlemont-street, Dublin - -	10
30 -	Johnson, John Henry - - -	esquire -	Kilmacow, county Kilkenny, near Waterford -	20
75 -	Jefferyes, S. John - - -	esquire -	Grenville-place, Cork - - -	50
75 -	Jones, Philip - - -	esquire -	34, Dame-street, Dublin - - -	50
22 10	Keen, Francis - - -	esquire -	2, Bedford View, Bristol - - -	15
-	Kitton, William Manning - -	esquire -	Norwich - - -	40
30 -	Kittrick, Thomas - - -	esquire -	39, Duke-street, Grosvenor-square -	20
45 -	Ker, Thomas Collingwood - -	esquire -	5, Verulam-buildings, Gray's-Inn -	30
-	Kennedy, Patrick - - -	esquire -	Dublin - - -	25
37 10	Kelly, William - - -	esquire -	Waterford - - -	25
30 -	Kenny, Joseph - - -	esquire -	Clonmel - - -	20
15 -	Kelly, Henry - - -	esquire -	Lombard-street, Waterford - - -	10
75 -	Keene, John Joseph - - -	esquire -	9, Cunningham-place, St. John's-wood -	50
45 -	Kelbee, James - - -	esquire -	Wooden Bridge Hotel, Arklow - - -	30
15 -	Keene, Thomas - - -	esquire -	11, Crooked-lane, City - - -	10
300 -	Key, Sir John - - -	baronet -	Bays'-hill Villa, Cheltenham - -	200
22 10	Kelly, James - - -	esquire -	Great Western Railway, Oxford - -	15
75 -	Keene, Charles - - -	esquire -	5, New-square, Lincoln's-Inn - - -	50
37 10	Knox, George - - -	esquire -	3, Moorgate-street - - -	25
45 -	Kennedy, Robert - - -	esquire -	Shefford, Bedfordshire - - -	30
225 -	Kinderley, George Herbert - -	esquire -	Lincoln's-Inn - - -	150
7 10	Kennedy, Michael - - -	esquire -	Coolock Artane, county Dublin - -	5
15 -	Keim, Michael - - -	esquire -	Ennis, and 20, Summer-hill, Dublin -	10
-	Kelly, Thomas H. - - -	esquire -	8, De'Grey-terrace, Dublin - - -	25
-	Kelly, Henry C. - - -	esquire -	27, Eustace-street - - -	50
120 -	Keays, Samuel - - -	esquire -	Cork - - -	80
-	Keays, Samuel, jun. - - -	esquire -	2, Richmond-terrace - - -	25
-	Keegan, Lawrence - - -	esquire -	46, Moon-street - - -	15
120 -	Keshan, John - - -	esquire -	Lower Bridge-street, Dublin - - -	80
30 -	Kenny, Martin Matthew - - -	esquire -	Anna Villa, Collinswood - - -	20
7 10	King, William - - -	gentleman -	19, Arlington-street, Piccadilly -	5
-	Kennedy, John James - - -	lieut. R. N. -	Waterford - - -	20
75 -	Kinsilah, James - - -	esquire -	Wexford - - -	50
90 -	Kennedy, William - - -	esquire -	Sir John Kennedy, bart., Johnstown, county Kildare.	60
45 -	Kittrick, Thomas - - -	esquire -	39, Duke-street, Grosvenor-square -	30
37 10	Lewis, William - - -	esquire -	12, Chatham-place, Blackfriars - -	25
75 -	Levy, R. - - -	esquire -	3, Crown-court, Threadneedle-street -	50
75 -	Leahy, H. C. - - -	esquire -	4, Manchester-buildings, London - -	50
-	Lowder, Wm. Thomas Picton -	esquire -	10, Whitehall - - -	75
90 -	Lynch, Richard M. - - -	esquire -	Glenarde, Galway, Ireland - - -	60
225 -	Little, James - - -	esquire -	38, Pall Mall - - -	150
112 10	Latham, Edward - - -	esquire -	Care of F. G. Saunders, esq., 449, West Strand	75

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
60 -	Lockyer, Nicholas - - -	esquire -	Plymouth - - - - -	40
22 10	Lake, John - - - - -	esquire -	Apsley-house, Hemel Hempstead - - -	15
15 -	Lyddon, John, jun. - - -	esquire -	47, Old Market-street, Bristol - - -	10
75 -	Lucas, Edmund - - - - -	esquire -	Millbank-street - - - - -	50
600 -	Little, W. - - - - -	esquire -	15, Bishopsgate-street - - - - -	400
120 -	Lambert, J. - - - - -	esquire -	14, Cecil-street, London - - - - -	80
30 -	Loughnan, Joseph - - -	esquire -	London and Dublin Bank, Mullingar - -	20
52 10	Langridge, Joseph, jun. -	esquire -	Brighton - - - - -	35
30 -	Lewis, Osmond - - - - -	esquire -	64, Moorgate-street - - - - -	20
112 10	Leach, George - - - - -	esquire -	Crapstone, Buckland, Plymouth - - -	75
30 -	Lea, John - - - - -	esquire -	Revenue Chambers, Liverpool - - - -	20
30 -	Langbridge, Richard - - -	esquire -	Richmond House, Cheltenham - - - -	20
15 -	Langman, John - - - - -	esquire -	4, Tavistock-street, Plymouth - - - -	10
30 -	Lynd, C. J. - - - - -	esquire -	77, Lombard-street - - - - -	20
150 -	Lefeluire, Charles T. - -	esquire -	Cork - - - - -	100
-	Lockwood, Joseph - - -	esquire -	6, Child's-place, Temple Bar - - - -	10
-	Lemoine, Peter Lewis - -	esquire -	29, Poultry Chambers - - - - -	30
60 -	Leahy, William - - - - -	esquire -	1, Dame-street, Dublin - - - - -	40
30 -	Landell, John William - -	esquire -	33, Trumpington-street, Cambridge - -	20
37 10	Low, William - - - - -	esquire -	53, Nicholas-street, Chester - - - -	25
7 10	Lyddon, William Saint - -	gentleman -	47, Old Market-street, Bristol - - -	5
-	Lunham, John - - - - -	gentleman -	Waterford - - - - -	10
45 -	Leighmour, Horatio N. - -	esquire -	Limerick - - - - -	30
30 -	Lalor, William Edward - -	esquire -	30, Anglesea-street, Dublin - - - -	20
30 -	Lalor, John Meagher - - -	esquire -	16, Chatham-street, Dublin - - - -	20
112 10	Ledgard, Henry - - - - -	esquire -	39, Wood-street, Dublin - - - - -	75
30 -	Logan, Charles - - - - -	esquire -	49, Soho-street, Liverpool - - - -	20
75 -	Leahy, Eleanor Maria - - -	spinster -	26, Brunswick-square, Brighton - - -	50
15 -	Little, George - - - - -	esquire -	Cullintra, Wexford - - - - -	10
45 -	Lawton, James - - - - -	esquire -	Yorkshire-street, Rochdale - - - -	30
37 10	Lees, Frederick Robert - -	esquire -	Monkstown, county Dublin - - - -	25
75 -	Lonegan, Stephen - - - -	esquire -	Clonmel - - - - -	50
-	Leigh, Francis A. - - - -	esquire -	Rosegarland, county Wexford - - - -	50
15 -	Little, Simon - - - - -	esquire -	Cullintra, Wexford - - - - -	10
75 -	Litherland, John - - - -	esquire -	Lincoln's Inn - - - - -	50
60 -	Lavery, John - - - - -	esquire -	92, King-street, Manchester - - - -	40
15 -	Leech, Jonathan - - - - -	esquire, M.D. -	Minnow Brook, Round Lawn, county Dublin	10
75 -	Latouche, James Digges - -	esquire -	18, Fitzwilliam-square, South, Dublin -	50
45 -	Lear, George - - - - -	esquire -	54, Upper Bagot-street, Dublin - - -	30
45 -	Labertouche, Abel William -	esquire -	25, College-street, Dublin - - - -	30
15 -	Labertouche, Peter - - -	esquire -	25, College Green, Dublin - - - -	10
75 -	Lynch, Thomas - - - - -	esquire -	Anaharnath, Virginia, county Cavan -	50
120 -	Lynch, Michael - - - - -	esquire -	5, Capel-street, Dublin - - - - -	80
60 -	Labertouche, A. - - - - -	esquire -	25, College Green, Dublin - - - -	40
30 -	Lube, Denis George - - -	esquire -	New Town, Mount Kennedy - - - -	20
45 -	Leader, Henry - - - - -	esquire -	Eccles, New-road, Manchester - - -	30
-	Long, Benjamin - - - - -	esquire -	Moorfield-place, Yeaton, near Leeds -	10
45 -	Lawler, Hugh - - - - -	esquire -	78, George's-street, Cork - - - - -	30
15 -	Lowther, William - - - -	esquire -	Neath, Glamorganshire - - - - -	10
-	Lancaster, Henry - - - - -	esquire -	23, Broad street, Bristol - - - - -	25
60 -	Leahy, Edmund - - - - -	esquire -	Bruin Lodge, Cork - - - - -	40
75 -	Little, Edward - - - - -	esquire -	2, Brompton-place, Knightsbridge - -	50
450 -	Lewis, Stephen - - - - -	esquire -	195, Regent-street - - - - -	300
75 -	Leslie, Charles - - - - -	esquire -	36, Bride-street, Dublin - - - - -	50
150 -	Leonard, J. A. - - - - -	esquire -	Clermont, Rathnew, county Wicklow -	100
150 -	Le Mesurier, Frederick - -	esquire -	75, Old Broad-street - - - - -	100
75 -	La Touche, William - - -	esquire -	Belle Vue, Delgarney, Wicklow - - -	50
45 -	Lang, Peter - - - - -	esquire -	Commercial Bank, Edinburgh - - - -	30
207 -	Lewis, David - - - - -	esquire -	Upper Belgrave-street - - - - -	138
207 -	Lewis, Stephen - - - - -	esquire -	195, Regent-street - - - - -	138
45 -	Little, George - - - - -	esquire -	19, Westmoreland-street, Dublin - -	30
120 -	Langley, Henry - - - - -	esquire -	Brittas Castle, Thurles - - - - -	80
-	Lewis, David - - - - -	esquire -	Upper Belgrave-street - - - - -	40
60 -	Lewis, Stephen - - - - -	esquire -	195, Regent-street - - - - -	40
22 10	Laycock, Richard - - - -	esquire -	Woodhouse-lane, Leeds - - - - -	15
37 10	Motte, Standish - - - - -	esquire -	55, Lincoln's-Inn Fields - - - - -	25
112 10	Maher, Martin Charles - -	esquire -	Leycroft House, Taunton - - - - -	75
15 -	Mountford, Joseph - - -	esquire -	Gosford-terrace, Coventry - - - - -	10
37 10	Morgan, J. Price - - - -	esquire -	Kingsdown, Bristol - - - - -	25
-	Moffatt, James - - - - -	esquire -	10, Hill-square, Edinburgh - - - -	25
75 -	May, Joseph - - - - -	esquire -	Devonport - - - - -	50
-	Muggeridge, Richard Michaux	esquire -	Westmount, Gorey, Ireland - - - -	150

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
22 10	M'Morrine, Alexander - -	esquire -	84, Warwick-street, Toxteth Park, Liverpool -	15
22 10	Merkins, Herman Dirs - -	esquire -	Margate - - - - -	15
75 -	Morgan, William - - -	esquire -	38, Prince's-street, Bristol - - -	50
75 -	Moore, John Arthur - - -	major -	33, Queen Ann-street, Cavendish-square -	50
30 -	M'Cready, William - - -	esquire -	25, Lower Sackville-street, Dublin - -	20
75 -	Murray, Sir James - - -	M.D. -	Merrion-square, Dublin - - - - -	50
15 -	Morrison, James - - -	esquire -	68, Quay, Waterford - - - - -	10
15 -	Morgan, Edward Alexander -	esquire -	Dove-street, Kingsdown, Bristol - -	10
75 -	Moore, Charles Henry - -	esquire -	45, Wimpole-street - - - - -	50
45 -	Martin, George - - -	esquire -	Bradford, Wilts - - - - -	30
30 -	M'Collum, William - - -	esquire -	21, Upper Sackville-street, Dublin - -	20
30 -	Manuel, David - - -	esquire -	23, Saint Andrew's-square, Edinburgh -	20
75 -	Mollenhauer, Henry - - -	esquire -	29, Bridport-street, Liverpool - - -	50
22 10	MacLawrin, Samuel - - -	esquire -	65, York-place, Edinburgh - - - -	15
30 -	Martin, Robert - - -	esquire -	13, Stevenson-street, Glasgow - - -	20
112 10	Mann, Thomas - - -	esquire -	General Register Office, Somerset House -	75
60 -	Macdonnell, John J. - - -	esquire -	6, Manchester-street, Manchester-square -	40
75 -	Mildmay, Edward - - -	esquire M.D. -	Hastings - - - - -	50
-	Metcalfe, John Crowther -	esquire -	12, Lady-lane, Leeds - - - - -	10
30 -	M'Nally, Richard - - -	esquire -	60, Mark-lane - - - - -	20
60 -	Milward, Edward - - -	esquire -	Wootton-under-Edge - - - - -	40
37 10	Mooney, Peter - - -	esquire -	97, James-street, Dublin - - - - -	25
-	Mills, Arthur - - -	esquire -	2, Paper Buildings, Temple - - - -	30
45 -	Moody, Edward - - -	esquire -	35, Leicester-square - - - - -	30
22 10	Macnamara, James - - -	esquire -	The Grange, Fulham - - - - -	15
60 -	M'Donnell, Charlotte - - -	spinster -	115, George's-street, Cork - - - -	40
60 -	M'Donnell, Mary Anne - - -	spinster -	115, George's-street, Cork - - - -	40
60 -	Michell, James B. - - -	esquire -	George-street, Cork - - - - -	40
150 -	MacVicar, Joseph Duncan -	esquire -	9, Sussex-place, Regent's-park - - -	100
120 -	M'Donnell, John - - -	esquire -	115, George's-street, Cork - - - -	80
-	Miller, P. - - -	esquire, M.D. -	Exeter - - - - -	50
30 -	Morton, Charles - - -	esquire -	Whitwood Colliery, near Wakefield - -	20
-	Macconely, John J. - - -	esquire -	Sackville-street Club, Dublin - - -	30
-	M'Gowen, John Tricker - -	esquire -	Rockingham-street, Leeds - - - -	20
150 -	Maxwell, Robert - - -	esquire -	28, Brunswick-street, Liverpool - -	100
30 -	Malleson, John N. - - -	esquire -	Wimbledon Common, Surrey - - - -	20
15 -	Manton, William - - -	esquire -	16, New Broad-street, London - - -	10
75 -	May, William - - -	esquire -	Ipswich - - - - -	50
75 -	Mure, John - - -	esquire -	12, College-lane, Liverpool - - - -	50
22 10	Moore, Howard - - -	lieut. R. N. -	Kingstown, Dublin - - - - -	15
15 -	Macnamara, Michael - - -	esquire -	108, Summerhill, Dublin - - - - -	10
-	M'Donnell, Randlett - - -	esquire -	Merrion-square, East, Dublin - - -	20
30 -	M'Donnell, Luke J. - - -	esquire -	4, Merrion-square, East, Dublin - -	20
150 -	Mac O'Boy, James - - -	esquire -	2, Harcourt-place, Dublin - - - -	100
150 -	Murry, F. Lamie - - -	esquire -	26, Cornhill - - - - -	100
30 -	Murphy, Paul - - -	esquire -	88, Quay, Waterford - - - - -	20
30 -	Morgan, Charles H. - - -	esquire -	18, Adam-street, Adelphi - - - -	20
60 -	Munro, James St. John - -	esquire -	Dundee, N. B. - - - - -	40
75 -	Murray, Michael & Co. - -	merchants -	Quay-street, Clonmel - - - - -	50
-	Murphy, John, jun. - - -	esquire -	Baginbrough-street - - - - -	20
37 10	Murphy, Lawrence - - -	esquire -	Clonmel - - - - -	25
15 -	Mullins, John - - -	esquire -	Clonmel - - - - -	10
30 -	MacMahon, John - - -	esquire -	35, Upper Gloucester street, Dublin -	20
22 10	Muggeridge, Charles James -	esquire -	8, Grosvenor-street, Camberwell - -	15
30 -	Macdonnell, James - - -	esquire -	86, Grafton-street, Dublin - - - -	20
22 10	Mariga, John - - -	esquire -	Clonmel, county Tipperary - - - -	15
-	Murgatroyd, Matthias - - -	esquire -	Yeadon, near Leeds - - - - -	10
15 -	Milner, Joshua - - -	esquire -	Manningham Old Hall, Bradford, York -	10
-	Michael, David - - -	esquire -	1, Nelson-place, Swansea - - - -	15
150 -	Macgregor, Malcolm - - -	esquire -	48, Donegal-street, Belfast - - - -	100
120 -	Morgan, John - - -	esquire -	28, Upper Micklenburgh-street, Dublin -	80
75 -	MacGauran, Thomas - - -	esquire -	32, Great Winchester-street - - - -	50
30 -	MacBlain, Frederick - - -	esquire -	36, Trinity College, Dublin - - - -	20
45 -	McCarthy, Lewis - - -	esquire -	Ward's Buildings, Glenmire-road, Cork -	30
75 -	Moore, William Prior - - -	clerk, A.M. -	Royal School, Cavan, Ireland - - -	50
45 -	Molloy, Robert - - -	esquire -	18, Merrion-square, Dublin - - - -	30
45 -	Mason, H. J. - - -	esquire -	Summerville, Dundrum, County Dublin -	30
150 -	M'Carthy, Carbery - - -	esquire -	169, Strand Parade, Cork - - - -	100
-	M'Daniell, Alexander - - -	esquire -	Barrabrougha, Wicklow - - - - -	20
112 10	Mitchell, George - - -	esquire -	House of Commons - - - - -	75
225 -	Mitchell, William George -	esquire -	8, Throgmorton-street - - - - -	150
45 -	M'Nally, Peter - - -	esquire -	21, Fishamble-street - - - - -	30

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
—	Moriarty, Matthew - -	esquire -	Upper Rutland-street - - - -	60
15 -	Muggeridge, Richard, junr. -	esquire -	Hollyville, Rathmines, county Dublin -	10
30 -	Macartney, James Nixon -	esquire -	Maidstone Barracks - - - -	20
225 -	Macdonnell, John and Patrick -	merchants -	Thomas-street, Limerick - - - -	150
75 -	Moore, Henry - - -	clerk -	Saint Edons Glebe, Ferns - - - -	50
75 -	Moylan, Denis - - -	esquire -	79, Harcourt-street, Dublin - - - -	50
45 -	Macdonnell, Randle - - -	esquire -	4, Merriion-square, East, Dublin - - -	30
75 -	Meagher, Thomas - - -	esquire -	The Mall, Waterford - - - -	50
75 -	Miller, Stearne B. - - -	esquire -	3, Frederick-street, North, Dublin - -	50
75 -	Maher, John - - -	esquire -	Ballinkielan, Enniscorthy - - - -	50
—	Murray, William - - -	esquire -	Billifield, Delgany - - - -	1
30 -	Mills, John Scott - - -	esquire -	9, Upper Merriion-street, Dublin - - -	20
30 -	M'Mahon, Arthur - - -	esquire -	26, Great Brunswick-street, Dublin -	20
75 -	Molloy, Peter Butler - - -	esquire -	18, Merriion-square, East, Dublin - -	50
15 -	M'Donnell, John - - -	esquire -	Hollyville Rathmines, Dublin - - - -	10
120 -	Madden, John - - -	esquire, M.D. -	Old Dominick-street, Dublin - - - -	80
45 -	Malcolmson, Robert William -	esquire -	20, York-street, Dublin - - - -	30
30 -	Moran, Matthew - - -	esquire -	13, Stephens-green, Dublin - - - -	20
75 -	Martin, Russell - - -	esquire -	Patrick-street, Cork - - - -	50
45 -	Monro, Alexander - - -	captain -	Craig, Lockhart House, near Edinburgh	30
60 -	Morgan, Thomas - - -	esquire -	Patrick-street, Cork - - - -	40
75 -	Morris, Jonas - - -	esquire -	Dunkettle, Cork - - - -	50
150 -	Morris, Richard - - -	esquire -	Dunkettle, Cork - - - -	100
120 -	M'Ostrich, Alexander - - -	esquire -	Patrick-street, Cork - - - -	80
—	Macclesfield - - -	earl of -	9, Conduit-street - - - -	170
—	Matthews, Samuel - - -	esquire -	Prospect House, Millbay-lane, Plymouth	20
45 -	Millett, Hanibal Curnow -	esquire -	10, Whitehall - - - -	30
15 -	Moore, Edward - - -	esquire, R.N. -	Clonmel - - - -	10
60 -	Mortimer, Michael - - -	esquire -	Waterford - - - -	40
30 -	Morrish, William - - -	esquire -	Chippenham - - - -	20
75 -	Macdonnell, John - - -	esquire -	Old Broad-street - - - -	50
—	Macindoe, Thomas - - -	esquire -	4, Hope-street, Edinburgh - - - -	25
30 -	Manuel, D. - - -	gentleman -	St. Andrew-square, Edinburgh - - -	20
—	M'Glashan, Edward - - -	esquire -	South Bridge, Edinburgh - - - -	20
267 -	Mills, Edward, W. - - -	esquire -	Bryanstone-square - - - -	178
—	Morris, David - - -	esquire, M.P. -	8, St. James's-place - - - -	138
75 -	Minchin, C. H. - - -	esquire -	Monkstown, Dublin - - - -	50
15 -	Massey, Charles - - -	esquire -	17, Albans-place, Paddington - - - -	10
150 -	Morgan, William - - -	esquire -	Bristol - - - -	100
90 -	Nunes, Raffael - - -	esquire -	1, South-street, Finsbury-square - -	60
75 -	Neve, William - - -	esquire -	Doctors' Commons - - - -	50
15 -	Nicol, David - - -	esquire -	Rugby-terrace, Everton, Liverpool -	10
45 -	Norman, John Paxton - - -	esquire -	King's Bench Walk, Temple - - - -	30
15 -	Newton, C. J. - - -	esquire -	49, North-street, George's street, Dublin	10
75 -	Newport, John - - -	esquire -	Waterford - - - -	50
37 10	Nash, Thompson - - -	esquire -	2, Lower Park-row, Bristol - - - -	25
—	Nichols, Richard Peter - -	esquire -	22, Brompton-square - - - -	20
75 -	Newall, James - - -	esquire -	Clonmel - - - -	50
22 10	Normanville, W. J. - - -	esquire -	Engineers' Office, London and Birmingham Railway.	15
22 10	Nutter, William - - -	esquire -	8, Upper Berkeley-street, Connanght-square	15
60 -	Newton, Henry - - -	esquire -	10, Ontario-terrace, Portobello, Dublin	40
37 10	Newland, H. - - -	clerk, D.D. -	Deanery, Gorey - - - -	25
60 -	Nolan, Oliver - - -	esquire -	18, Austin Friars - - - -	40
15 -	Nash, Henry Shute - - -	esquire -	6, Great George-street, Bristol - - -	10
30 -	Nicol, William - - -	esquire -	22, Botham-row, York - - - -	20
30 -	Newell, Phoebe Maria - - -	spinster -	Ordrath, Cahir - - - -	20
60 -	Naylor, Thomas - - -	esquire -	Dublin - - - -	40
120 -	Nolan, Patrick - - -	esquire -	Upper William-street, Limerick - - -	80
45 -	Newton, John, junr. - - -	esquire -	10, Birchin-lane - - - -	30
—	Newsome, Richard - - -	esquire -	Dewsbury - - - -	15
—	Nettles, Robert - - -	esquire -	Nettleville, Kilbenhardish, county Cork	25
—	Newton, Henry - - -	esquire -	Darrugh Villa - - - -	25
15 -	Nugent, French - - -	esquire -	Arches-town, Castletown delvin, Ireland	10
75 -	Newell, James - - -	esquire -	Clonmel - - - -	50
30 -	Nolan, William - - -	esquire -	Wexford - - - -	20
150 -	Oliviera, Benjamin - - -	esquire -	8, Upper Hyde Park-street - - - -	100
150 -	Owen, William George - - -	esquire -	Cleveland Cottage, Bath - - - -	100
300 -	O'Driscoll, W. Justin - - -	esquire -	92, Upper Leeson-street, Dublin - - -	200
30 -	O'Neill, Edward - - -	esquire -	11, Dublin-street, Clonmel - - - -	20
15 -	Orton, Horatio L. - - -	esquire -	66, Castle Hill, Reading - - - -	10
30 -	O'Brien, Frederick Edward -	esquire -	1, Lower Eaton-street, Eaton-square	20
22 10	O'Farrell, Ann A. - - -	spinster -	George-street, Limerick - - - -	15

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
—	Ormandy, Fisher - -	esquire -	St. James's-road, Liverpool - -	50
—	O'Neill, John Danser - -	esquire -	Rendtown, county Dublin - -	15
30 -	O'Neil, Edward - -	esquire -	Clonmel - -	20
—	O'Bryan, Mary - -	widow -	128, George-street, Dublin - -	20
37 10	Oliphant, Catherine - -	spinster -	28, King-street, Cheapside - -	25
75 -	O'Neill, Francis J. - -	esquire -	Limerick - -	50
—	O'Connell, Morgan John - -	esquire, M.P. -	6, King-street, St. James's - -	80
60 -	Otley, Frederick - -	esquire -	4, Dean-street, Tooley-street - -	40
60 -	O'Doherty, William - -	esquire, M.D. -	8, St. Andrew's-square, Edinburgh - -	40
22 10	O'Connor, James William - -	esquire -	Derraiboy House, Frankford - -	15
225 -	O'Farrell, John - -	esquire -	92, George's-street, Limerick - -	150
30 -	O'Hallaran, John - -	esquire -	3, Lower Glentwith-street, Limerick - -	20
30 -	Owen, Loftus - -	lieut.-colonel -	Woodlands, Gorey - -	20
75 -	Owen, Robert - -	esquire -	Meulfield, Gorey, county Wexford - -	50
52 10	Ordley, John - -	esquire -	Bristol - -	35
30 -	O'Farrell, Edward - -	esquire -	24, East Hanover-street, Dublin - -	20
15 -	Oliver, John Dudley - -	esquire -	Cherrymount, Newbridge, Rathdrum - -	10
45 -	O'Reilly, Nugent - -	esquire -	Waterford - -	30
30 -	O'Brien, James - -	esquire -	92, Stephens-green, Dublin - -	20
45 -	O'Leary, Henry - -	esquire -	54, Marlborough-street, Dublin - -	30
22 10	O'Neill, Edmund J. - -	esquire -	24, Bay View Avenue, Dublin - -	15
150 -	O'Ferrall, J. O. - -	esquire -	52, Jervis-street, Dublin - -	100
75 -	O'Brien, Timothy - -	esquire -	13, Fitzwilliam-square, Dublin - -	50
30 -	O'Brien, T. W. - -	esquire -	Wexford - -	20
52 10	O'Connor, Patrick - -	esquire -	2, Beresford-place, Dublin - -	35
—	Olvier, Dudley - -	esquire -	Cherrymount, Rathdrum - -	8
120 -	Otway, Caesar George - -	clerk -	Poor Law Commission Office, Dublin - -	80
60 -	O'Brien, Daniel - -	esquire -	52, Smithfield, Dublin - -	40
7 10	Owen, Richard - -	captain -	Knockmullen, Gorey, Ireland - -	5
—	O'Callaghan, Robert - -	esquire -	7, Belgrave-place, Cork - -	10
75 -	O'Brien, Patrick - -	esquire -	3, Cope-street, Commercial-buildings - -	50
750 -	Osborne, Ralph - -	esquire, M.P. -	32, Albermarle-street - -	500
37 10	Osborn, Francis N. - -	esquire -	Smithstown, Drogheda - -	25
—	Owen, H. - -	colonel -	University Club, Pall Mall - -	138
37 10	Ormond, Francis - -	captain, R.N. -	Plymouth - -	25
—	O'Neill, Francis J. - -	esquire -	Limerick - -	50
150 -	O'Farrell, John - -	solicitor -	George-street, Limerick - -	100
75 -	O'Hara, William - -	merchant -	William-street, Limerick - -	50
60 -	Owen, Hugh - -	esquire -	Bristol - -	40
1,050 -	Pulsford, Robert - -	esquire, M.P. -	11, Hyde Park-terrace - -	700
45 -	Powell, David - -	esquire -	21, Garnault-place, New River Head - -	30
600 -	Pulsford, William - -	esquire -	11, Hyde Park-terrace - -	400
15 -	Pickles, George E. - -	esquire -	Briggate, Leeds - -	10
60 -	Purcell, Richard Harris - -	esquire -	6, Cambridge-street, Hyde Park - -	40
30 -	Poole, Hannan - -	esquire -	256, High-street, Southwark - -	20
112 10	Pollard, George - -	esquire -	Stannary Hall, Halifax - -	75
300 -	Paull, Archibald - -	esquire -	147, Leadenhall-street - -	200
450 -	Paull, Archibald Frederick - -	esquire -	147, Leadenhall-street - -	300
—	Parry, Robert Sorton - -	esquire -	14, Barge-yard Chambers, Bucklersbury - -	—
75 -	Plunkett, Eliza L. - -	widow -	4, Kensington-square - -	50
15 -	Penhall, Nicholas - -	esquire -	Courtney-street, Plymouth - -	10
75 -	Parker, John - -	esquire, M.P. -	16, Suffolk-street, London - -	50
75 -	Power, James - -	esquire, M.P. -	Eslermine, county Wexford - -	50
75 -	Power, Sir John - -	baronet -	Eslermine, county Wexford - -	50
37 10	Paterson, William Francis - -	esquire -	Leamington Priors, Warwickshire - -	25
60 -	Paul, Charles - -	esquire -	King's Parade, Bristol - -	40
75 -	Prinsep, William Haldimand - -	esquire -	26, Cambridge-square - -	50
30 -	Power, W. T. - -	esquire -	National Bank, Clonmel - -	20
30 -	Pilkington, H. B. - -	esquire -	Clonmel - -	20
112 10	Preston, Charles James - -	esquire -	13, Park-street, Westminster - -	75
37 10	Pugh, Arthur - -	esquire -	1, Lombard-street - -	25
15 -	Partner, James - -	esquire -	1, Hampton-street, Toxteth Park, Liverpool - -	10
37 10	Parke, Samuel - -	esquire -	Kimage, Harold's Cross, Dublin - -	25
37 10	Pyne, Thomas - -	esquire -	Waterford - -	25
—	Pollock, George Kennet - -	esquire -	19, Great George-street, Westminster - -	60
187 10	Poignand, C. - -	esquire -	113, Sloane-street - -	125
75 -	Pidcock, John Henze - -	esquire -	9, Devonport street, Hyde Park Gardens - -	50
15 -	Pitchers, William - -	major -	10, Addington-square, Margate - -	10
105 -	Peacock, Francis - -	esquire -	Junior United Service Club - -	70
45 -	Pearse, Peter John Thomas - -	esquire -	Frederick's-place, Old Jewry - -	30
30 -	Powell, Richard Stevens - -	esquire -	4, Upper Stanhope-street, Liverpool - -	20
37 10	Pirane, James Charles - -	esquire -	Upton Hall, Leeds - -	25

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
—	Porter, Frank Thorpe - -	esquire -	2, Lower Fitzwilliam-street, Dublin - -	40
37 10	Pearse, Edmund - - -	esquire -	Tavistock - - - - -	25
—	Prebble, William Townshend -	esquire -	King's Bromley Hall, Staffordshire - -	30
45 -	Prophet, D. - - - -	esquire -	Inverness, N. B. - - - -	30
37 10	Pullen, John - - - -	esquire -	21, Bedford-street, Covent Garden - -	25
60 -	Pugh, John - - - -	esquire -	6, Frederick's-place, Old Jewry - -	40
30 -	Ponsonby, Frederick - - -	the hon. -	3, Cavendish-square - - - -	20
75 -	Pocock, Lewis - - - -	esquire -	29, Montague-street, Russell-square - -	50
—	Pyke, James - - - -	esquire -	Great Western Station, Paddington - -	50
45 -	Power, John - - - -	esquire -	42, Dame-street, Dublin - - - -	30
37 10	Prendergast, Edmond - - -	esquire -	52, Main-street, Clonmel - - - -	25
37 10	Parsons, William - - - -	esquire -	34, Half Moon-street, Piccadilly - -	25
60 -	Pell, Bennett - - - -	esquire -	12 Finsbury-place - - - -	40
45 -	Paul, Edward - - - -	esquire -	Castle Bank, Bristol - - - -	30
45 -	Pownall, Charles Edward -	esquire -	28, Nicholas-lane, Lombard-street - -	30
30 -	Parr, Jacob - - - -	esquire -	12, Ormond-quay, Upper, Dublin - -	20
—	Penrose, Devonshire George -	esquire -	Newtown, near Waterford - - - -	6
60 -	Powell, William Llewellyn -	esquire -	Taibach, South Wales - - - -	40
15 -	Power, Emily - - - -	spinster -	Roebuck House, county Dublin - - -	10
150 -	Parnell, J. - - - -	esquire -	Avondale, Ireland - - - -	100
120 -	Purcil, Charles - - - -	esquire -	39, Portland-place - - - -	80
30 -	Phillips, Jonathan Adair -	esquire -	5, Smith's buildings, Ely-place, Dublin -	20
15 -	Preston, Alexander - - -	esquire -	19, Westmoreland-street, Dublin - -	10
—	Perfect, Robert - - - -	esquire -	19, Marine Parade, Brighton - - -	200
30 -	Patterson, Edward - - - -	esquire -	Dungarvan - - - - -	20
150 -	Palmer, Elizabeth - - - -	widow -	20, Merrion-square, North, Dublin - -	100
—	Porter, Joshua - - - -	esquire -	72, Grafton-street - - - -	30
75 -	Pew, George - - - -	esquire -	1, Stratford-place - - - -	50
75 -	Palmer, Thomas S. - - -	esquire -	101, Gardiner St. Court, Dublin - -	50
150 -	Peebles, James - - - -	esquire, LL.D. -	61, Eccles-street, Dublin - - - -	100
60 -	Pike, Robert Hart - - - -	esquire -	Hilston, Cornwall - - - -	40
112 10	Parsons, J. M. - - - -	esquire -	6, Raymond-buildings, Gray's-Inn - -	75
15 -	Power, William - - - -	esquire -	Bonmahon, Kilmacthomas - - - -	10
90 -	Power, Richard F. - - -	esquire -	Gurteen, county Waterford - - - -	60
150 -	Power, John - - - -	esquire -	Gurteen, county Waterford - - - -	100
7 10	Pead, Josiah - - - -	esquiro -	1, New-court, Temple - - - -	5
30 -	Purves, Joseph - - - -	esquire -	Hunter-square, Edinburgh - - - -	20
207 -	Paull, Henry - - - -	esquire -	147, Leadenhall-street - - - -	138
22 10	Pilling, John - - - -	esquire -	St. James's-street, Leeds - - - -	15
30 -	Parker, Joseph - - - -	esquire, M.D. -	Limerick County Infirmary - - - -	20
15 -	Ponsonby, Arthur - - - -	hon. & rev. -	Cavendish-square - - - -	10
60 -	Paull, A. F. - - - -	esquire -	147, Leadenhall-street - - - -	40
75 -	Poole, John H. - - - -	esquire -	2, King-square, Bristol - - - -	50
15 -	Quin, Thomas - - - -	esquire -	Redmonstown, Clonmel - - - -	10
37 10	Quain, Richard - - - -	esquire, M.D. -	University College Hospital, London -	25
22 10	Quinton, Henry Chedgey -	esquire -	Bristol - - - - -	15
22 10	Quinton, Henry Thomas -	esquire -	Her Majesty's Customs, Bristol - -	15
75 -	Quain, John - - - -	esquire -	Cashier, Provincial Bank, Clonmel - -	50
30 -	Quinn, Patrick - - - -	esquire -	Clonmel - - - - -	20
45 -	Reynolds, John - - - -	esquire -	Fleet-street, Dublin - - - -	30
37 10	Raggett, Frederick - - -	esquire -	45, Dovor-street - - - -	25
75 -	Routh, John - - - -	esquire -	9, Austin Friars - - - -	50
450 -	Richards, William Parry -	esquire -	8, Wellington-street, Strand - - -	300
150 -	Ryan, John - - - -	esquire, M.D. -	28, Somerset-street, Portman-square -	100
—	Rathbone, William - - - -	esquire -	4, King's Bench-walk, Temple - - -	50
52 10	Rudall, John - - - -	esquire -	Bonhay, near Exeter - - - -	35
—	Roxby, Henry - - - -	esquire -	46, Lime-street, London - - - -	25
45 -	Ragg, John S. - - - -	esquire -	38, King-square, Goswell-road - - -	30
150 -	Rennell, Charles John - -	esquire -	2, Plowden-buildings, Temple - - -	100
15 -	Rae, Andrew - - - -	esquire -	30, Devonshire-street, Queen-square -	10
45 -	Rigg, Charles M. - - - -	esquire, M.D. -	22, York-place, Portman-square - -	30
7 10	Richardson, Richard - - -	esquire -	Market-place, Pontefract - - - -	5
37 10	Russell, John - - - -	esquire -	15, Middle Gardener-street, Dublin -	25
75 -	Rogers, William Kipsane -	esquire -	Cork - - - - -	50
30 -	Revell, Henry - - - -	esquire -	14, Fortescue-terrace, Dublin - - -	20
45 -	Raleigh, Robert F. - - -	esquire -	20, High-street, Dublin - - - -	30
300 -	Redmond, William - - - -	esquire -	Wexford - - - - -	200
—	Robson, Harrison - - - -	esquire -	Trinity-place, Halifax - - - -	20
22 10	Rushworth, Thomas - - -	esquire -	15, Upper Head-row, Leeds - - - -	15
225 -	Read, Joseph - - - -	esquire -	Upland House, near Plymouth - - -	150
15 -	Richardson, Montgomerie -	esquire -	8, St. Helen's-place, Bishopsgate-street -	10
60 -	Rodgett, James - - - -	esquire -	St. Alban's place, Blackburn - - -	40

Amount paid up.	NAME of ORIGINAL ALLOTTEE.		Description.	RESIDENCE.	Number of Shares Allotted.
£. s.					
30 -	Robinson, John	- - -	esquire	Leeds	20
30 -	Revell, Thomas	- - -	esquire	Highlinn-street, Mount Kennedy, Wicklow	20
30 -	Revell, Henry	- - -	esquire	41, Fleet-street, Dublin	20
150 -	Rate, L. M.	- - -	esquire	15, Bishopsgate-street Within	100
75 -	Roney, C. P.	- - -	esquire	17, King's-street, Portman-square	50
7 10	Rogers, James Cooper	- - -	esquire	Cumberland-street, Devonport	5
75 -	Roe, George Hamilton	- - -	esquire, M.D.	6, Hanover-square	50
30 -	Robinson, John	- - -	esquire	Leeds	20
37 10	Ryan, William	- - -	esquire	45, John-street, Clonmel	25
75 -	Ritchie, Thomas	- - -	esquire	45, York-terrace, Regent's-park	50
22 10	Riall, Samuel	- - -	esquire	Annerville, Clonmel	15
90 -	Radley, John	- - -	esquire	11, College-green, Dublin	60
—	Ruddick, John H.	- - -	esquire	44, Davies-street, Berkeley-square	20
150 -	Richards, Solomon	- - -	esquire	Onnavarra, Courtown, Gorey, Ireland	100
—	Rider, Thomas	- - -	esquire	Ardwick, near Manchester	20
37 10	Roeborough, John	- - -	esquire	49, Queen-street, Dublin	25
37 10	Ryan, Michael	- - -	esquire	Thomastown, county Kilkenny	25
30 -	Roche, John	- - -	esquire	Clonmel	20
30 -	Roche, James	- - -	esquire	Nenagh	20
22 10	Roche, James	- - -	esquire	Waterford	15
22 10	Richardson, Timothy, jun.	- - -	esquire	Club Chambers, Regent-street	15
22 10	Richardson, George Gibson	- - -	esquire	Wellington Chambers, London Bridge	15
—	Ransford, Charles	- - -	esquire, M.D.	51, Northumberland-street, Edinburgh	15
150 -	Ruding, John Clement, jun.	- - -	esquire	Salvador House, Bishopsgate-street	100
90 -	Rigby, William	- - -	esquire	24, Suffolk-street, Dublin	60
22 10	Ridley, George	- - -	esquire	52, Crutched Friars	15
15 -	Richards, J. Goddard	- - -	esquire	Ardaunne, Gorey, Ireland	10
37 10	Robinson, George	- - -	esquire	County Club, Cork	25
45 -	Roe, Peter	- - -	esquire	Bullindare, Cremolin	30
15 -	Ralton, William	- - -	esquire	112, North-street, Leeds	10
225 -	Rossmore	- - -	lord	Thomas's Hotel, Berkeley-square	150
22 10	Russell, Robert Waller	- - -	esquire	1, New-court, Temple	15
37 10	Reynolds, Henry, Nicholas	- - -	esquire	Esker, Rathmines, Dublin	25
37 10	Reynolds, John Charles	- - -	esquire	Esker, Upper Rathmines, Dublin	25
150 -	Rynd, Francis	- - -	esquire	19, Ely-place, Dublin	100
15 -	Roebuck, George	- - -	esquire	2, Cookridge-street, Leeds	10
30 -	Roose, J. C.	- - -	esquire	6, Stephens-green, Dublin	20
150 -	Rooke, William Woven	- - -	esquire	Woodside, Lymington, Hants	100
7 10	Roche, Thomas	- - -	esquire	Wexford	5
37 10	Robinson, David	- - -	clerk	1, Brompton-row	25
120 -	Ryan, James	- - -	esquire	1, Wellington-quay, Dublin	80
45 -	Rowland, John	- - -	esquire	Collan, county Louth	30
15 -	Russell, William	- - -	esquire	7, Capel-court, Dublin	10
15 -	Ryan, Rodolphus William	- - -	esquire	Wexford	10
75 -	Rudkin, William	- - -	esquire	6, Merriion-row, Dublin	50
45 -	Roe, Peter	- - -	esquire	Ballendaic, Gorey, Ireland	30
7 10	Reynolds, John	- - -	gentleman	Kilpedder, Delgany	5
37 10	Rogers, William Kissane	- - -	esquire	Cole Club, Cork	25
15 -	Reeves, John G.	- - -	esquire	George-street, Cork	10
75 -	Rogers, William	- - -	esquire	(Late High Sheriff), Cork	50
—	Reeves, John S.	- - -	esquire	Academy-street, Cork	10
150 -	Rearden, James Thomas	- - -	esquire	13, Great George-street, Cork	100
30 -	Richard, George	- - -	esquire	Old Court, county Cork	20
90 -	Rigby, John J.	- - -	esquire	24, Suffolk-street, Dublin	60
150 -	Ryan, James	- - -	esquire	41, Dame-street, Dublin	100
—	Rogers, Robert	- - -	esquire	Cherry Ville, Shanakeil	40
15 -	Ryan, John	- - -	esquire	Bonmahon	10
150 -	Ram, Stephen	- - -	esquire	Ramsforth-park, Gorey, Ireland	100
30 -	Radcliffe, Thomas T.	- - -	esquire	Green-street, Crown-street, Liverpool	20
75 -	Russell, George Lake	- - -	esquire	4, Mansfield-street, Portland-place	50
225 -	Rogers, Francis Newman	- - -	esquire	6, Upper Hyde Park-street	150
120 -	Rae, John	- - -	esquire	7, South Gray's-street, Edinburgh	80
7 10	Robertson, David	- - -	esquire	30, Hanover-street, Edinburgh	5
30 -	Reid, James	- - -	esquire	28, Rankellor-street, Edinburgh	20
—	Ross, Daniel	- - -	esquire	11, Norton-place, Edinburgh	30
207	Russell, Charles	- - -	esquire, M.P.	27, Charles-street St. James's	138
52 10	Reynolds, John	- - -	esquire	10, Fleet-street, Dublin	35
225 -	Rochfort, Horace	- - -	esquire	34, St. James's-place	150
80 -	Reynell, Samuel A.	- - -	esquire	Archestown, Castletown, Delvin, Ireland	20
300 -	Ram, Stephen	- - -	esquire	Ramsford Park, Gorey, Ireland	200
75 -	Reynolds, John	- - -	esquire	10, Fleet-street, Dublin	50
75 -	Reynolds, John	- - -	esquire	10, Fleet-street, Dublin	50

Amount paid up.	NAME of ORIGINAL ALLOTTEE.	Description.	RESIDENCE.	Number of Shares Allotted.
£. s.				
45 -	Richie, A. T. - - -	esquire -	5, Woodland-terrace, Greenwich - -	30
72 -	Russell, Charles - - -	esquire, M.P. -	27, Charles-street, St. James's - -	48
45 -	Ryan, James - - -	esquire -	41, Dame-street, Dublin - -	30
112 10	Salomonson, Samuel - -	esquire -	9, Portland-place, Wandsworth-road - -	75
150 -	Stanley, George - - -	esquire -	Hill House, Southampton - -	100
45 -	Stevenson, Walter - - -	esquire -	4, Westbourne Grove - -	30
15 -	Sibley, Robert Lacon - -	esquire -	39, Great Ormond-street - -	10
112 10	Sheldon, James - - -	esquire -	55, Old Broad-street - -	75
37 10	Stapleton, Robert Joseph -	esquire -	4, Upper Charles-street, Westminster -	25
15 -	Seymour, Robert - - -	esquire -	49½, Great Russell-street, Bloomsbury -	10
225 -	Scott, H. - - -	esquire -	15, Bury-street, St. James's - -	150
-	Stilemore, James - - -	esquire -	2, Portsmouth-street, Lincoln's-Inn-fields -	25
150 -	Saunders, James Ferguson -	esquire -	53, Parliament-street - -	100
45 -	Stewart, Montgomery - -	esquire -	62, Old Broad-street - -	30
37 10	Smith, Edward Osborne - -	esquire -	The Butts House, Harrow, Middlesex - -	25
37 10	Spence, Edward - - -	esquire -	Hull - -	25
-	Stead, Jeremiah - - -	esquire -	Leeds - -	25
45 -	Stansfield, George - - -	esquire -	Stoodley House, near Halifax - -	30
-	Swainson, John - - -	esquire -	12, South Parade, Leeds - -	25
180 -	Saintsbury, George - - -	esquire -	Bitterne, Southampton - -	120
30 -	Sheil, Richard - - -	esquire -	33, Surrey-street, Strand - -	20
45 -	Square, William Joseph - -	esquire -	4, Coburg-street, Plymouth - -	30
-	Stewart, David - - -	esquire -	312, Lawmarket, Edinburgh - -	-
-	Surridge, Henry - - -	esquire -	6, Devonshire-place - -	40
15 -	Steel, James - - -	esquire -	Clutton, Glasgow - -	10
37 10	Squire, Lawrence - - -	clerk -	Ipawich - -	25
150 -	Shapland, Christopher - -	esquire -	Bristol - -	100
-	Simonds, Henry - - -	esquire -	Reading - -	200
15 -	Slater, John Allen - - -	esquire -	Dunkirk Holmes Chapel, Cheshire - -	10
22 10	Smith, Joseph - - -	esquire -	Cirencester - -	15
15 -	Sunderland, Thomas - - -	esquire -	Prince's-street, Leicester - -	10
37 10	Standish, Charles - - -	esquire -	Aylesbury, Bucks - -	25
75 -	Stevens, William Drought -	esquire -	Clonmel - -	50
-	Samuel, Lewis Henry - - -	esquire -	58, South Castle-street, Liverpool - -	20
45 -	Slade, Robert Crawford - -	esquire -	Monmouthshire Banking Company, Newport -	30
225 -	Smith, Robert - - -	esquire -	8, Lawrence Pountney-hill - -	150
60 -	Saward, Michael - - -	esquire -	9, Chatham-place, Blackfriars - -	40
-	Strutt, H. Ingold - - -	esquire -	Emsworth, Hants - -	50
15 -	Smith, A. C. - - -	esquire -	44, Fleet-street, City - -	10
30 -	Sewell, John E. - - -	esquire -	Great Western Railway, Swindon - -	20
120 -	Sawyer, John - - -	esquire -	18, South Frederick-street, Dublin - -	80
-	Smith, Charles Manley - -	esquire -	Middle Temple, London - -	40
-	Stevens, Thomas Henry - -	esquire -	Yeovil, Somerset - -	15
60 -	Stokes, Henry - - -	esquire -	25, College-green, Dublin - -	40
15 -	Southgate, John - - -	esquire -	Cobham, Surrey - -	10
30 -	Shaw, George Frederick - -	esquire -	Kilnap-green, Cork - -	20
150 -	Shaw, William James - - -	esquire -	Kilnap-green, Cork - -	100
-	Steel, Edward - - -	esquire -	Liverpool - -	-
75 -	Speyr, Julius de - - -	esquire -	28, Coleman-street - -	50
22 10	Stanley, Miss Annie - - -	spinster -	Hill House, Southampton - -	15
30 -	Secretan, Charles Edward -	esquire -	Stock Exchange - -	20
60 -	Sabin, Rev. John Edward -	clerk -	101, Sleane-street - -	40
30 -	Sievers, George Frederick -	esquire -	Budgefield, Wandsworth, Surrey - -	20
37 10	Scannell, William - - -	esquire -	63, Marlborough-street, Dublin - -	25
22 10	Snell, Abraham - - -	esquire -	1, Wellington-place, Stoke's Croft, Bristol -	15
30 -	Scott, Gilbert Herbert - -	esquire -	1, Lombard-street - -	20
75 -	Smith, Thomas Macdougall -	esquire -	Engineers' Office, Euston Station - -	50
45 -	Spyer, Jones - - -	esquire -	3, Lansdown-place, Brunswick-square -	30
37 10	Sheil, B. - - -	esquire -	26, Golden-square - -	25
30 -	Scott, Wyndham - - -	esquire -	Chelmsford - -	20
30 -	Strange, William - - -	esquire -	21, Paternoster-row - -	20
7 10	Sheppard, James - - -	esquire, M.D. -	15, Union-street, Stonehouse, Devon - -	5
22 10	Skidmore, Henry - - -	esquire -	10, Whitehall - -	15
22 10	Spottiswoode, Duncan - -	esquire -	71, Old Broad-street - -	15
75 -	Shackel, William - - -	esquire -	Ackwell House, Maidenhead - -	50
7 10	Stopford, Viscount - - -	viscount -	Courtown - -	5
90 -	Square, Joseph Elliott - -	esquire -	Plymouth - -	60
22 10	Saunders, Charles - - -	esquire -	119, Upper Seymour-street - -	15
30 -	Sidwell, Thomas - - -	esquire -	Clonmel - -	20
30 -	Samson, Charles - - -	esquire -	11, Warnford-court, Throgmorton-street -	20
30 -	Staveley, George - - -	esquire -	15, Middle Gardiner-street, Dublin - -	20
-	Staley, William Thomas - -	esquire -	13, Park-square, Leeds - -	20

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
—	Sunina, George - - -	esquire -	Manchester - - - - -	25
30 -	Stuart, David - - -	esquire -	60, William-street, Dublin - - - - -	20
15 -	Stark, Robert Mozley - - -	esquire -	Barston-square, Wakefield - - - - -	10
30 -	Smith, Robert - - -	esquire -	32, Lennox-street, Dublin - - - - -	20
30 -	Stacey, Robert - - -	esquire -	Carmarthen - - - - -	20
—	Saunders, A. R. - - -	esquire -	Longford-terrace, Kingston, Dublin - - - - -	25
7 10	Snow, John - - -	esquire -	Castle-street, Bristol - - - - -	5
15 -	Shorrocks, James - - -	esquire -	Montague-street, Blackburn - - - - -	10
22 10	Storey, Charles - - -	esquire -	Rotherham, York - - - - -	15
22 10	Sheard, Thomas - - -	esquire -	21, High-street, Oxford - - - - -	15
37 10	Shearman, John - - -	esquire -	Dublin-street, Clonmel - - - - -	25
45 -	Switzer, Wellington - - -	esquire -	59, Dame-street, Dublin - - - - -	30
75 -	Stokes, Dennis - - -	esquire -	6, De Grey-terrace, Haddington, county Dublin. - - - - -	50
22 10	Shaw, Samuel - - -	esquire -	1, Dublin-street, Clonmel - - - - -	15
15 -	Seale, John - - -	esquire -	114, James-street, Dublin - - - - -	10
22 10	Somerset, Sidney A. - - -	captain -	Crescent, Wisbeach - - - - -	15
15 -	Serjeant, William - - -	esquire -	2, Bell-yard, Temple - - - - -	10
—	Simpson, Price - - -	esquire -	Clencorrick Castle, Killishandra, county Leitrim. - - - - -	30
30 -	Stevens, Nathaniel C. - - -	esquire -	Truro, Cornwall - - - - -	20
45 -	Segrave, Mrs. Anne - - -	widow -	Marefield, Cabinteely, county Dublin - - - - -	30
45 -	Sherrard, William - - -	esquire -	Kilbogget, Cabinteely - - - - -	30
15 -	Smith, James - - -	esquire -	Collon, county Louth - - - - -	10
75 -	Smith, Thomas W. - - -	esquire -	Maidstone Barracks - - - - -	50
75 -	Saunders, Frederick G. - - -	esquire -	Eltham, Kent - - - - -	50
150 -	Sadlier, Rev. Ralph - - -	clerk -	Trinity College, Dublin - - - - -	100
30 -	Spince, Robert - - -	esquire -	21, Capel-street, Dublin - - - - -	20
225 -	Scalley, John - - -	esquire -	31, Pill-lane, Dublin - - - - -	150
150 -	Saurin, Mrs. Anna Maria - - -	- - -	32, Stephens-green, North, Dublin - - - - -	100
30 -	Smith, James Edward - - -	esquire -	Wicklow - - - - -	20
7 10	Scriven, C. H. - - -	esquire -	Temple Howell, Kimmage, Dublin - - - - -	5
45 -	Scafford, Hugh - - -	esquire -	25, College-green, Dublin - - - - -	30
30 -	Stokes, Henry - - -	esquire -	John's-ville, Rathmines, Dublin - - - - -	20
75 -	Sadlier, Rev. William Digby - - -	clerk -	4, Trinity College, Dublin - - - - -	50
—	Smith, Henry - - -	esquire -	15, South Pembroke-street - - - - -	30
—	Smith, Thomas - - -	esquire -	15, Redman's-row, Mile End - - - - -	25
45 -	Stafford, William A. - - -	esquire -	15, Upper Gloucester-street - - - - -	30
60 -	Sharpe, Joseph - - -	esquire -	Ballinasloe - - - - -	40
150 -	Smith, Robert Bramston - - -	esquire -	Mullingar Railway Company - - - - -	100
60 -	Saurin, Miss Harriet - - -	spinster -	32, Stephens-green, North, Dublin - - - - -	40
30 -	Samuels, John - - -	esquire -	Consistorial Court, Dublin - - - - -	20
150 -	Saunders, Thomas - - -	esquire -	7, Mountrath-street, Dublin - - - - -	100
37 10	Sullivan, Jeremiah - - -	esquire -	Market-street, Cork - - - - -	25
30 -	Shaw, William - - -	esquire -	70, Dame-street, Dublin - - - - -	20
75 -	Symes, James - - -	esquire -	18, Eccles-street, Dublin - - - - -	50
120 -	Stopford, Adam - - -	esquire -	2, Cranmer-place, Beggar's Bush, Dublin - - - - -	80
75 -	Swan, Richard Waddy - - -	esquire -	7, North Frederick-street, Dublin - - - - -	50
15 -	Sweeney, John - - -	esquire -	Messrs. Saunders & Claxtons, Liverpool - - - - -	10
15 -	Smith, David - - -	esquire -	Mount-street, Liverpool - - - - -	10
—	Shew, Henry Dyke - - -	esquire -	Castle-street, Liverpool - - - - -	20
45 -	Sykes, Francis Cherry - - -	esquire -	Limerick - - - - -	30
37 10	Sargent, Richard - - -	esquire -	Waterford - - - - -	25
300 -	Saunders, Robert - - -	esquire -	2, Southwick-crescent, Hyde Park - - - - -	378
75 -	Slade, Captain Adolphus - - -	R.N. -	Travellers' Club, Pall-mall - - - - -	50
75 -	Slade, Frederick William - - -	esquire -	2, Cadogan-place - - - - -	50
75 -	Strangman, Robert - - -	esquire -	1, James's-place, Leith - - - - -	50
75 -	Spencer, Henry - - -	the hon. -	Cornbury Park, Oxon - - - - -	50
—	Stanley, Edward John - - -	the hon. -	2, Grosvenor-crescent, Belgrave-square - - - - -	25
60 -	Surridge, Henry - - -	esquire -	Liverpool - - - - -	40
300 -	Tennent, J. Emerson - - -	esquire, M.P. -	17, Lower Belgrave-street, Eaton-square - - - - -	200
45 -	Thomson, David - - -	esquire -	Great Western Railway Station, Paddington - - - - -	30
112 10	Tucker, Edward - - -	esquire -	24, Spring Gardens - - - - -	75
75 -	Tulloch, J. - - -	esquire -	27, Moorgate-street - - - - -	50
7 10	Tamlyn, John - - -	esquire -	44, Chancery-lane - - - - -	5
150 -	Toogood, William - - -	esquire -	18, Charles-street, St. James's-square - - - - -	100
15 -	Tyndall, S. William - - -	esquire -	Strandville, Clontarf, Dublin - - - - -	10
112 10	Tilstone, William Henry - - -	esquire -	1, Crown-court, Threadneedle-street - - - - -	75
22 10	Thomson, George - - -	esquire -	The Heath, near Wakefield - - - - -	15
75 -	Talbot, John Hyacinth - - -	esquire -	Ballytrent, Wexford - - - - -	50
15 -	Tynan, Patrick - - -	esquire -	Gorey - - - - -	10
60 -	Tate, Joseph Pitt - - -	esquire -	The Bank, Tewkesbury - - - - -	40
15 -	Tyndall, S. W., jun. - - -	esquire -	Strandville, Clontarf, Dublin - - - - -	10
30 -	Triscott, Joseph Blake - - -	esquire -	Plymouth - - - - -	20

Amount paid up.	NAME of ORIGINAL ALLOTTEE.		Description.	RESIDENCE.	Number of Shares Allotted.
£. s.					
30 -	Trench, Thomas	- - -	esquire	Greystones, Delganey	20
37 10	Turner, Thomas	- - -	esquire	9, Cemetery-place, Woodhouse, Leeds	25
15 -	Tate, Henry	- - -	esquire	Grove House, Redland, near Bristol	10
30 -	Thomas, John	- - -	esquire	11, Denman-street, Leicester	20
-	Tancred, Rev. Henry Jenner	- - -	D. D.	Christchurch, Oxford	75
30 -	Trevithick, Francis	- - -	esquire	Grand Junction Railway, Crewe	20
60 -	Thompson, Frederick	- - -	esquire	20, Kensington-square	40
22 10	Terry, George	- - -	esquire	Coggeshall, Essex	15
300 -	Thompson, William	- - -	esquire, M. P.	Whitehall-place	200
7 10	Taylor, George	- - -	esquire	Lower Mount-street, Dublin	5
-	Tyndel, John	- - -	esquire	9, Clanbrajal-terrace	50
22 10	Turley, Thomas	- - -	esquire	Leeds	15
30 -	Thorne, James Gange	- - -	esquire	Taunton, Somerset	20
45 -	Tuaffe, Robert	- - -	esquire	69, Middle Abbey-street, Dublin	30
150 -	Tighe, Daniel	- - -	esquire	Rossana, Ashford, Ireland	100
450 -	Turner, Edward	- - -	esquire, M. P.	18, Dover-street	300
37 10	Torver, Frederick	- - -	esquire	Clonmel	25
-	Thompson, W. S.	- - -	esquire	Bridge-street, Waterford	20
75 -	Torkington, John	- - -	esquire	161, Capel-street, Dublin	50
22 10	Thomson, Plaskett	- - -	esquire	Whitehaven	15
150 -	Traill, Reverend Robert	- - -	D. D.	Schull Rectory, near Skibbereen	100
150 -	Thatcher, Thomas	- - -	esquire	8, Rue de la Paix, Paris	100
15 -	Thurston, John Charles	- - -	esquire	Newcastle-upon-Tyne	10
18 -	Taylor, Robert	- - -	esquire	23, Lower Bagot-street, Dublin	12
15 -	Tray, Lawrence	- - -	esquire	14, Lower Gardiner-street, Dublin	10
-	Thomas, George	- - -	esquire	24, Bishop-street, Bristol	10
30 -	Thorp, Edward D.	- - -	esquire	23, Nelson-street, Dublin	20
45 -	Thompson, James	- - -	esquire	233, Upper Thames-street	30
75 -	Tighe, Reverend William	- - -	clerk	Skerries, county Dublin	50
30 -	Thatcher, Alexander	- - -	esquire	Killowen, Wexford	20
30 -	Trench, John	- - -	esquire	Leixlip, county Kildare	20
37 10	Tackaberry, George	- - -	esquire	Wicklow	25
60 -	Tooley, James	- - -	esquire	93, George's-street, Limerick	40
45 -	Trench, Francis Arthur	- - -	esquire	St. Katherine's Park, Leixlip	30
750 -	Thurburn, Alexander	- - -	esquire	Alexandria	500
15 -	Thornhill, Leonard	- - -	esquire	Monkstown, Dublin	10
30 -	Thornhill, William	- - -	esquire	Skerries, Balbriggan	20
18 -	Taylor, Robert	- - -	esquire	Corhallis House, Drogheda	12
-	Tracy, Benjamin Wheatley	- - -	esquire	Mold, Flintshire	40
150 -	Tilley, Robert	- - -	esquire	15, Upper Merrion-street, Dublin	100
15 -	Thompson, William Grimshaw	- - -	esquire	Rawdon, near Leeds	10
45 -	Taylor, John	- - -	esquire	1, Victoria-terrace, Kingstown	30
75 -	Tomkins, W. J.	- - -	esquire	Cork	50
15 -	Taylor, Arthur Creah	- - -	esquire	89, Lower Mount-street, Dublin	10
-	Turner, Thomas	- - -	esquire	13, Judd-place, East, New Road, St. Pancras	10
37 10	Turner, John	- - -	esquire	19, Mason-street, Edge Hill, Liverpool	25
-	Tottenham, Charles	- - -	esquire	Ballycurry, Ashford, county Wicklow	50
-	Twigg, James	- - -	esquire	Dublin	50
150 -	Tighe, Daniel	- - -	esquire	29, New Norfolk-street, Park Lane	100
45 -	Underwood, Joseph	- - -	esquire	25, East Cheap	30
45 -	Underwood, George	- - -	esquire	27, Upper George-street, Bryanstone-square	30
60 -	Ubsdell, Messrs. Charles & Co.	- - -	woollen drapers	1 & 2, Oxford-street	40
-	Urquhart, Alexander	- - -	esquire	44, Lincoln's-Inn Fields	100
150 -	Unwin, Charles	- - -	esquire	18, Upper Seymour-street, Portman-square	100
75 -	Vallance, Messrs. Henry & John	- - -	solicitors	20, Essex-street, Strand	50
112 10	Verschoyle, Robert	- - -	esquire	98, Eaton-square	75
75 -	Vaughan, John	- - -	esquire	26, Austin Friars	50
120 -	Van Zeller, Francis Ignatius	- - -	esquire	5, Jefferys-square	80
-	Vivian, James William	- - -	esquire	10, Whitehall	20
15 -	Vandaleur, C. T.	- - -	esquire	Killebegs House, Clane, Ireland	10
75 -	Vigurs, Louis	- - -	esquire	4, Paper Buildings, Temple	50
150 -	Villiers, Francis	- - -	the honourable	38, Berkeley-square	100
75 -	Verner, Colonel	- - -	M. P.	68, Eaton-square	50
-	Villiers, Viscount	- - -	M. P.	38, Berkeley-square	138
-	Vivian, John Henry	- - -	esquire, M. P.	22, Dovor-street	138
-	Villiers, Viscount	- - -	M. P.	38, Berkeley-square	40
22 10	Watts, William Henry	- - -	esquire	Morning Herald Office, Shoe-lane	15
37 10	Wood, Charles	- - -	esquire	Compton-place, Islington	25
60 -	Wills, W. D.	- - -	esquire	Bristol	40
60 -	Wilson, Efigham	- - -	esquire	11, Royal Exchange	40
112 10	Willis, James	- - -	esquire	9, Old-square, Lincoln's-Inn	75
15 -	Wagner, Charles Frederick	- - -	esquire	19, Charlotte-street, Fitzroy-square	10

Amount paid up.	N A M E of ORIGINAL ALLOTTEE.	Description.	R E S I D E N C E.	Number of Shares Allotted.
£. s.				
112 10	Ward, Richard James - -	esquire -	49, Pulteney-street, Bath - - -	75
30 -	Watts, William - - -	esquire -	16, New Quebec-street, Portman-square - -	20
225 -	Williams, Benjamin Bacon - -	esquire -	Wyndham-place, Bryanstone-square - - -	150
150 -	Wilson, William Still - - -	esquire -	Norwich - - - - -	100
60 -	Wormald, Richard - - -	esquire -	Macclesfield - - - - -	40
22 10	Willson, Benjamin Joseph - -	esquire -	52, Upper Bagot-street, Dublin - - -	15
-	Wheelwright, John Graham - -	esquire -	59, Albion-street, Leeds - - - -	25
75 -	Walpole, Thomas Simmons, jun. -	esquire -	Waterford - - - - -	50
150 -	Walpole, James - - -	esquire -	Waterford - - - - -	100
37 10	Wilkes, John - - -	esquire -	28, Surrey-street, Strand - - -	25
45 -	Whitehead, John - - -	esquire -	Leeds - - - - -	30
37 10	Wyndham, J. Eveleigh - - -	esquire -	Coston, near Sherburne - - - -	25
-	Waterfield, Charles - - -	esquire -	Searcroft Cottage, near Leeds - - -	25
22 10	Woolmer, Arthur - - -	esquire -	Bishop's Stortford, Herts - - - -	15
30 -	Waller, Thomas - - -	esquire -	Stock Exchange - - - - -	20
45 -	Wright, Theophilus - - -	esquire -	Bedford Hotel, Leamington - - -	30
-	Wright, John Bernard - - -	esquire -	Clonmel - - - - -	20
52 10	Walsh, John - - -	esquire -	8, Portland-crescent, Leeds - - -	35
30 -	Weston, Matthew - - -	esquire -	Rochdale - - - - -	20
37 10	Wilkinson, Josiah - - -	esquire -	6, Queen-street, Cheapside - - -	25
15 -	Woodroffe, John H. - - -	esquire -	Gorey - - - - -	10
75 -	Webb, Alfred - - -	esquire -	3, Canning-street, Everton, Liverpool -	50
45 -	Wells, John - - -	esquire -	Lechlade, Gloucestershire - - -	30
45 -	Wells, John Thomas - - -	esquire -	Stock Exchange - - - - -	30
150 -	Wells, Peter - - -	esquire -	Stock Exchange - - - - -	100
45 -	Wheeler, Charles - - -	esquire -	37, Portman-place, Edgeware-road - -	30
225 -	Wilson, Richard Lea - - -	esquire -	Milk-street, Cheapside - - - -	150
75 -	Wyman, Francis - - -	esquire -	7, Clement's-Inn, Strand - - - -	50
60 -	Wallington, John - - -	esquire -	Dursley, Gloucestershire - - - -	40
22 10	Waddilove, Edward - - -	esquire -	15, York-terrace, Leamington - - -	15
15 -	Ware, Charles B. - - -	lieutenant -	County Club, Cork - - - - -	10
60 -	Woolonghan, James - - -	esquire -	19, Usher-street, Dublin - - - -	40
45 -	Wiber, Rachel - - -	esquire -	30, Upper Mount-street, Dublin - - -	30
60 -	Willson, Thomas E. - - -	esquire -	60, Upper Mount-street, Dublin - - -	40
75 -	Wall, Benjamin Morris - - -	knight -	Waterford - - - - -	50
300 -	Wootten, Richard, jun. - - -	esquire -	Oxford - - - - -	200
60 -	Wilkinson, William - - -	esquire -	13, D'Olier-street, Dublin - - - -	40
75 -	Winnington, Edward Samuel - -	esquire -	Dudley, Worcestershire - - - -	50
75 -	Walsh, William - - -	esquire -	Priory, Woodstock - - - - -	50
-	Wylie, David - - -	esquire -	Brymbo, near Wrexham - - - -	15
75 -	Ward, Richard Danvers - - -	esquire -	40, North Bank, Regent's Park - - -	50
112 10	Wood, Henry Walker - - -	esquire -	Briton Ferry, Neath - - - - -	75
22 10	Woody, John Francis - - -	esquire -	Moat House, Tamworth - - - - -	15
15 -	Ward, John - - -	esquire -	6, Catherine-street, Plymouth - - -	10
37 10	Woodroffe, Abel Ram - - -	esquire -	31, Lower Bagot-street, Dublin - - -	25
150 -	Woodroffe, Henry Philip - - -	esquire -	30, Upper Mount-street, Dublin - - -	100
22 10	Williams, Thomas, jun. - - -	esquire -	1, Ormond-terrace, Cheltenham - - -	15
75 -	Weightman, Hugh - - -	esquire -	1, Paper-buildings, Temple - - - -	50
30 -	Wood, Humphrey Williams - - -	esquire -	Patrick-street, Cork - - - - -	20
60 -	Wood, Samuel - - -	esquire -	Patrick-street, Cork - - - - -	40
30 -	White, Thomas Green - - -	esquire -	North Lotts, Dublin - - - - -	20
150 -	Waddy, Cadwallader F. - - -	esquire -	103, Jermyn-street, St. James's - -	100
37 10	Winter, Thomas John - - -	esquire -	18, Austin Friars - - - - -	25
45 -	Whipham, Theodore W. - - -	esquire -	10, King's Bench Walk, Temple - - -	30
37 10	Wells, Joseph - - -	esquire -	17, Maskill-street, Manchester - - -	25
15 -	Wells, Edward Martin - - -	esquire -	165, Queen-street, Portsea - - -	10
15 -	Walton, F. D. - - -	esquire -	Accountant's Office, Great Western Railway -	10
-	Wills, Joseph - - -	esquire -	18, George-street, Plymouth - - -	25
30 -	Wilkinson, Henry Russell - - -	esquire -	Castle Inn, Wood-street, Cheapside - -	20
45 -	Wilkins, Frederick Charles - -	esquire -	31, Winchester-street - - - - -	30
120 -	Waddilove, Alfred, D. C. L. - -	esquire -	Doctors' Commons - - - - -	80
-	Wilkinson, Josiah - - -	esquire -	7, Lincoln's-Inn Fields - - - - -	80
75 -	Wiltzen, Catherine - - -	Mrs. -	Dover - - - - -	50
-	Walker, Thomas - - -	esquire -	Bleitham-square, Leeds - - - - -	30
-	Wray, William - - -	esquire -	Vicar Croft, Leeds - - - - -	10
75 -	Woodroffe, Abel - - -	esquire -	Gorey - - - - -	50
15 -	Walker, Thomas - - -	esquire -	Settle, Yorkshire - - - - -	10
300 -	Wolseley, Clement - - -	esquire -	Sandbrook Park, near Tullow - - -	200
30 -	Wright, Thomas James - - -	esquire -	8, Lower Sackville-street, Dublin - -	20
75 -	Willan, Leonard - - -	esquire -	Lancaster - - - - -	50
112 10	Westenra, Lieut.-col. John Craven	M. P. -	The Dell, Windsor - - - - -	75
45 -	Willyams, Hugh - - -	esquire -	Monmouth - - - - -	30

Amount paid up.	NAME of ORIGINAL ALLOTTEE.		Description.	RESIDENCE.	No. of Shares Allotted.
£. s.					
120 -	Wilkinson, George	-	esquire	P. L. C. Office, Custom-house, Dublin	80
22 10	Walters, Lorenzo John	-	esquire	Clehas, Enniscorthy	15
-	Whelan, Robert	-	esquire	20, York-street	20
15 -	Weldon, Mrs. Maria	-	widow	Marlborough-street, Dublin	10
90 -	Woods, William	-	esquire	127, Abbey-street, Dublin	60
37 10	Walters, Lorenzo John	-	esquire	Enniscorthy	25
75 -	Woodhouse, Col. Berkeley	-	the honour- able.	Athgarvan-lodge, Newbridge	50
60 -	Wilson, William Wetheral	-	esquire	103, Cheapside	40
120 -	Walsh, Michael, junior	-	esquire	25, Christchurch-place, Dublin	80
120 -	Walsh, William	-	esquire	56, Fishamble-street, Dublin	80
75 -	Wright, William Hodgson	-	esquire	11, Lower Ormond-quay, Dublin	50
75 -	Woods, Henry	-	esquire	127, Abbey-street, Dublin	50
22 10	Wreford, William	-	esquire	Custom-house, Exeter	15
-	White, Swithen	-	esquire	Warrens-place	15
30 -	Woodroffe, Abel R.	-	esquire	Mountjoy-square, South	20
75 -	Woodroffe, Richard	-	esquire	Mountjoy-square, South	50
60 -	Walsh, Francis A.	-	esquire	Marlborough-street, Cork	40
60 -	Watson, William Mitton	-	esquire	62, St. John's Wood Terrace, Regent's-park	40
-	Wilson, John	-	esquire	Tralee, Ireland	3
150 -	Warren, Robert	-	esquire	39, Rutland-square, West, Dublin	100
60 -	Woolmer, Edward	-	esquire	Exeter	40
30 -	Walsh, John	-	esquire	Farmingstown, near Pilltown, county Water- ford.	20
37 10	Wood, Charles F.	-	esquire	Liverpool	25
150 -	Williams, Thomas	-	esquire	Grove End-road, St. John's Wood	100
37 10	Wills, James	-	esquire	2, Rose Brae, Woodside, Cheshire	25
150 -	Wood, William	-	esquire	449, West Strand	100
45 -	Willis, George	-	esquire	449, West Strand	30
-	Whitley, Nathan	-	esquire	Huddersfield	10
37 10	Wilson, William Henry	-	esquire	3, Park-place, Battersea	25
30 -	Williams, Thomas	-	esquire	3, Pembroke-square, Kensington	20
75 -	Whyte, Mark	-	esquire	F. W. Slade's, Cadogan-place	50
30 -	Watson, T. O.	-	esquire	Commercial Bank, Edinburgh	20
-	Wilkie, Thomas	-	esquire	St. Andrew-street, Edinburgh	20
30 -	Wright, John	-	esquire	Middleby-street, Edinburgh	20
30 -	Wright, Charles W.	-	esquire	Edinburgh and Glasgow Bank, Edinburgh	20
75 -	Watson, William	-	esquire	Bristol	50
-	Walsh, John	-	esquire	Wexford	20
-	Wright, Francis	-	esquire	Springfield, Wicklow	50
30 -	Watson, Robert	-	esquire	29, Gresham-street, City	20
30 -	Williams, Henry	-	esquire	8, Northampton-square	20
-	Whitney, Rev. George	-	clerk	Wexford	50
22 10	Willmott, William	-	esquire	7, Nichols-square, Hackney-road	15
75 -	Wyse, Thomas	-	esquire, M.P.	17, Wilton-place, Belgrave-square	50
52 10	Willis, George	-	esquire	12, Gray's Inn-square	35
95,079 -					72,956

**WATERFORD, WEXFORD, WICKLOW, AND
DUBLIN RAILWAY COMPANY.**

RETURNS relating to the WATERFORD, WEXFORD,
WICKLOW, and DUBLIN RAILWAY COMPANY, which
are required by the Sessional Resolutions of 1846
relative to Railway Bills.

(*Sir William Verner.*)

*Ordered, by The House of Commons, to be Printed,
15 May 1851.*

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